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SATURDAY, OCTOBER 31, 1925.

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CANTON GAINS.

ON EAST RIVER FRONT.

TROOPS COMPLAIN.

Since the 27th inst., after a great struggle on the centre by the opposing forces, there has been a lull in the East River sector, with the exception of a few skirmishes between outposts.

The result of the big battles fought from the 20th to the 25th inst., gives the Canton Army a decided advance from Waichow, on its right, towards Luk Fung; on its centre to Tze Kum; and on its left wing to Ho Yuen.

On the other hand, the forces of Chan King-ming have fallen back to what is now termed the first line of defense, and have entrenched themselves, whilst reinforcements are being rushed from Ng Wah, Hing Ning and Moy Yuen.

It is reported that on being reinforced, Chan King-ming's forces made an attack on the right wing of the Canton Army, where Chang Wo's and Yu Ying-yang's forces were posted, and defeated them, capturing many prisoners and about 600 rifles and much ammunition. But another report gives a different version. This says that Chang Wo and Yu Ying-yang claim that the success of the right wing of the Canton Army was in a great measure due to the bravery of their troops in the attacks on the positions of the enemy, but that in all the reports of Li Chai-sum, General Officer Commanding to the Headquarters, their names were not even mentioned, but that he took all the credit for his own troops. Being dissatisfied, it is stated that in the heat of the battle at Tze Kum they turned a blind eye to the right wing of Chan King-ming.

It is further reported that the battle front of the Canton Army is being shortened in order to enable Chang Kai-shek to take a part of his army to reinforce the West River and Southern sectors, which are now being threatened.

DAMASCUS AFFAIR.

FURTHER SENSATIONAL REPORTS.

Cairo, Oct. 30.
According to the Damascus newspaper *Omran* the damage as a result of the Damascus bombardment is estimated at three million sterling. The authorities are forbidding all except women and foreigners from leaving the city though 15,000 have left since October 20. Executions continue.

A Beirut newspaper publishes a sensational report that 1,200 prisoners in the citadel of Damascus were killed during the bombardment, following an attempt to escape in which the guards were attacked and several killed.—*Reuter*.

Paris, Oct. 30.

The Government is still awaiting General Sarrail's detailed report regarding Damascus.

The American Ambassador, Mr. Herrick, has handed to M. Briand, an aide memoire asking for information of events in Syria for communication to Washington.—*Reuter*.

RECALL OF GEN. SARRAIL.

The watchword "Silence" was observed by Ministers, leaving the special Cabinet meeting called this evening to discuss Syria, but the recall of General Sarrail is regarded as a certainty.

It is stated that Gen. Sarrail will be summoned to Paris to report to the Cabinet. General Dupont, who is already in Syria on a special mission of enquiry, is likely to assume charge of affairs and Gen. Gamelin will command the troops.—*Reuter*.

GOVERNOR LEAVES.

FAREWELL TO SIR EDWARD STUBBS.

Departing by the same steamer on which he arrived in the Colony six years ago, His Excellency Sir Edward Stubbs, K.C.M.G., sailed for Home at noon to-day, and will subsequently proceed to Jamaica, of which Colony he has been appointed Governor.

There was a large and representative gathering at Queen's Pier this morning to bid farewell to His Excellency, who embarked on the steam launch *Victoria* and proceeded to the P. and O. liner *Khiva*, which later left port to the accompaniment of a salute of 17 guns.

The ceremony of bidding farewell was an extremely well-arranged function and one that passed off without hitch. The route from Government House to Queen's Pier was lined by the 2nd Punjab Regiment, and soon after 11 o'clock His Excellency, accompanied by Capt. Swinton, his A.D.C., motored along the route, good-sized crowds taking an interest in the proceedings. On arrival at Queen's Pier, His Excellency, who was in uniform, was given the Royal Salute by the Guard of Honour furnished by the 2nd Batt. East Surrey Regiment under Capt. Drake Brookman. There was a very large crowd gathered on the Quay and in Statue Square. Having inspected the Guard of Honour, His Excellency proceeded to say "Good-bye" to those assembled on the Pier. Among the large number present were H. E. the Admiral (Sir Alexander Sinclair), the Acting General Officer Commanding (Col. Russell-Brown), members of both the Executive and Legislative Councils, Head of Government Departments, members of the Consular Body, prominent Chinese merchants, several well-known ladies and a number of leading foreign residents. His Excellency shook hands all round and was obviously taking a regretful farewell of many friends. Sir Claud Severn accompanied His Excellency throughout.

After the last "Good-bye" had been said, Sir Edward boarded the launch "Victoria" being accompanied by Sir Claud Severn, the Hon. Mr. P. H. Holyoak and Mrs. Holyoak, Mr. and Mrs. Harold Creasy, Mr. A. G. M. Fletcher, and others. As the "Victoria" drew away from the steps of the Pier the Royal Salute was given by the Surreys on the Quay, the band playing the National Anthem. In the distance could be heard the band of H.M.S. Hawkins playing a similar compliment and the launch flying the Governor's flag, headed for the liner lying in mid-stream.

NORTH CHINA WAR.

BOTH SIDES CLAIM VICTORY.

Hankow, Oct. 30.
An official communiqué says a telegram received this afternoon by Marshal Wu Pei-fu's headquarters from General Sun Chuan-fang states that advances indicate the defeat of the Fengtienites, who are in flight after looting Haichow. Gen. Sun Chuan-fang advises that the most be made of the opportunity, and that the allied troops advance.—*Reuter*.

Peking, Oct. 30.
It is officially stated that General Chang Tsung-chang has wired to Peking claiming a victory south of Hsuehowfu, stating that Gen. Sun Chuan-fang has withdrawn his army to Pengpu.—*Reuter*.

The marriage of Mr. A. E. Lissaman, of the P.W.D., to Miss D. G. Ranger, late of the A.P.O., is arranged to take place in London early in January. Mr. Lissaman proceeded on Home leave by the *ss. Khiva* to-day.

TARIFF PARLEY.

COMMITTEE MEETS AT PEKING.

U.S. ATTITUDE.

Peking, Oct. 30.

The Committee on Tariff Autonomy held its first meeting this morning. Dr. C. T. Wang and Tsai Ting-kan represented China, while the twelve Powers were all represented by their Ministers, and certain advisers, experts and secretaries were also present.

Dr. Wang was elected Chairman and he presented the proposals which he submitted at the Conference on the 26th inst. The representatives of all the Powers delivered speeches.

Baron Hiohi in a speech elucidating the nature of the proposals made on the 26th inst., said there were two alternatives therein. The first plan was the inauguration of a Chinese statutory tariff, with special tariffs on certain limited articles which would be agreed upon separately between China and the interested Powers. The second plan was the inauguration of a graduated tariff at the rate provided by treaties, on the ground that a uniform tariff was unreasonable and unscientific and worked to the detriment of Sino-foreign trade. Baron Hiohi said the first plan was a simpler and more practicable means of setting China on the road of tariff autonomy.

Mr. Strawn expressed America's willingness to go beyond the Washington Treaty and accord China the relief she desired, but the American delegation wished to be fully advised regarding the plan for the abolition of likin, which must be accomplished coincidentally with tariff autonomy.

It is understood that the British delegate expressed a somewhat similar view to America. The British are carefully considering the proposals brought forward and are adopting a waiting attitude, as the Conference is only in its most preliminary stages at present.—*Reuter*.

EMPEROR'S BIRTHDAY.

JAPANESE COMMUNITY CELEBRATES.

In celebration of the 46th birthday of His Majesty the Emperor of Japan, the local Japanese community have been on holiday to-day. Early this morning at the Japanese Consulate the usual ceremony of obeisance to His Majesty was performed by practically the whole of the community, and later in the morning the Japanese Consul General, Mr. Y. Murakami, held a reception at the Hongkong Hotel.

Among those attending were Capt. Swinton, on behalf of His Excellency the Governor, the Hon. Sir Claud Severn, Mr. A. G. M. Fletcher, Commodore Stirling and the Naval Secretary, the Hon. Mr. Chow Shou-son and other members of the Councils, representatives of the Consular Body and a number of prominent Japanese residents.

The health of His Majesty was proposed by Sir Claud Severn and heartily drunk, response being made by the Consul General.

This afternoon a reception to the Japanese community is being given at the residence of the Consul General, whilst to-morrow afternoon a programme of athletic sports and games will be carried out at Sookunpoo.

The forthcoming wedding is announced of Mr. Leonard Horace Vertue Booth, Assistant Superintendent of Police, to Miss Marjorie Helen Forbes.

WAICHOW ROADS.

BIG SCHEME PLANNED.

HELP FROM SOVIET.

Since the proclamation issued by General Chang Kai-shek ordering the tearing down of the city wall at Waichow, the widening of the present roads and the building of new ones around the city, the necessary preparations have been completed. The entire work is entrusted to Chan Yew-tsu, Director of Public Works of the Canton Municipality, with the assistance of Russian engineers. The organization will include 4,000 sappers, furnished by the Strike Union, these being divided into ten divisions, and then sub-divided into ten detachments. The Superintendents of these divisions and the overseers of detachments are to be Russian officers.

The first four divisions are to tear down the city wall; the fifth division is assigned to repair the road from Canton to Waichow, which was built by Chan King-ming; and the remaining five divisions are either to widen the present roads or to build new ones. The financing of the work is to be undertaken by the Provincial Treasury and the feeding of the sappers by the Strike Union.

The Soviet is said to have agreed to grant a subsidy of thirty cents to each worker. During the period of active work only twenty cents will be given, and the balance of ten cents will not be paid until the whole work is completed. The report further says that it is the intention of Chang Kai-shek to extend road construction throughout the whole East River sector and thus giving permanent employment to the strikers for a long period.

THE KUOMINTANG.

SEEKS OVERTHROW OF NORTHERN LEADERS.

In the course of a manifesto on the present situation in China, the Kuomintang Party at Canton sets forth what it terms its political principles as follows:

"The civil war between Chekiang and Kiangsu will without doubt cause friction in the Northern provinces, thereby putting China into confusion. If, however, Chang Tso-lin comes out victorious, it would mean that Imperialism would wield power in China. The Revolutionary movement in China would then succumb, and China would be plunged into a terrible economic and political chaos. For this reason, the people should, by no means, adopt a neutral attitude. They must destroy the force of Chang Tso-lin. After the downfall of Tsao and Wu, they will be followed by Tuan and Chang—the people should therefore not allow the Chihli Party to replace Tuan and Chang when they fall, for they are birds of the same feather, and the same oppression would be imposed upon the people. When the downfall of Tuan and Chang occurs, it is indispensable that the people resume consistently, the movements of last year, abiding by the Declaration of Dr. Sun Yat-sen in his visit to the North; convoke a preliminary meeting; and convene the National Conference for the cancellation of unequal treaties. This movement was launched last year, it should be realised now.

"Chang Tso-lin and Tuan Chui are puppets of the Imperialists, to whom they have repeatedly betrayed us. That is the reason why we want to overthrow them."

The *Gazette* notifies that the United States air mail postage rates have been amended as follows:—San Francisco-Cheyenne, 12 cents per ounce or fraction thereof; Cheyenne-Chicago, 16 cents; and Chicago-New York, 44 cents.

The *ss. Kinshan* will leave Macao at 4 p.m. to-morrow, Sunday, instead of at 3.30 p.m. as advertised.

THE ANTI-REDS.

GATHERING FORCE IN SOUTH.

CANTON ANXIOUS.

That the situation in the Kong-moon district is critical, there is no doubt. A report has now come to hand stating that Leung Hung-lum, whose attitude was previously reported as being not quite clear, has definitely allied himself with Soo Ting-yau and Chan Cheong-poo, and that these forces are now operating in the common understanding to get rid of the Red elements now ruling in Canton.

Another report says that Tang Poon-yan, since taking the field as Commander-in-Chief at An Poo, has mobilized 18,000 strong, and taken up the positions in Sam Lo, Leung Yeung, and Kao Chow. These, together with the forces of Leung Hung-lum, Chu Hin-sen, Chan Cheung-poo and Soo Ting-yau, make a total of over 30,000 strong.

It is further reported that Li Chai-sum, since his arrival at Shiu Hing, appears to be assuming an attitude of neutrality, as the officer under his command says that he is greatly dissatisfied with things in the East River sector, especially with Russian officers who are acting independently under direct orders from General Gallent.

The Canton Government, realizing the critical situation created by the developments in the southern sector and the northern part of the West River sector, is stated to have despatched two urgent telegrams to Chang Kai-shek to return immediately to Canton to attend an important meeting of the Military Council.

It is reported that the Canton Government has ordered the 1st Division of the 3rd Army Corps to proceed to Heungshan. The movement of the troops commenced on the 29th inst.

BALKANS PEACE.

END OF GRAECO-BULGARIAN INCIDENT.

Paris, Oct. 30.

The Council of the League has ended its session with the receipt of a telegram from the Allied military attaches announcing that the Greeks had completely evacuated Bulgaria without incident by midnight on October 28th. Viscount Ishii in a speech attributed the success of the Council's settlement of the Graeco-Bulgarian incident largely to the spirit prevailing since the Locarno conference. M. Briand in an eloquent speech dilated on the spirit of world citizenship inspiring the negotiations at Locarno, which he said was the spirit of the League itself.—*Reuter*.

U. S. COTTON REPORTS.

PROTEST AGAINST THEIR PUBLICATION.

London, Oct. 30.

The meeting of the International Cotton Committee at Milan, under the Chairmanship of Mr. Frederick Holroyd, has decided to protest against the publication of the fortnightly cotton condition reports issued at Washington by the Department of Agriculture on the ground that they are extremely detrimental to the trade and unreliable. Mr. Holroyd was appointed as delegate to attend a Washington conference on the standardisation of bales.—*Reuter*.

Bulls and Inners

From the Office Butts.

There is no truth in the rumour that in order to show his sympathy for the "Silent Service Movement" the Hon. Mr. Creasy will in future be known as the Do Please Whisper.

It was rather unfortunate that Sir Edward Stubbs forgot to include the Hongkong tram drivers with the great and silent service.

"Band wants saxophone player" reads an advertisement in a home paper. We know a Kowloon resident who wants one banned.

After all, let us not forget that every club outcast is some mother's son.

The floating mines in the Delta are not nearly so dangerous as the floating minds in Canton City.

Sir Edward Stubbs says the Civil Service never reply. Sometimes they don't.

Disliking tigers as he does, perhaps it's just as well that our Colonial Secretary isn't returning to Malaya.

Let's hope there will be no swollen heads since a local newspaper has likened our chief officials to Cabinet Ministers.

We imagine that the Italian Opera star who rejoices in the name of Signor Izal has a nice clean voice.

"Smoked garlic" says a *Telegraph* headline. Some smokers have strange tastes.

Whilst the "Red" forces in Southern Kwangtung have had a rough time, they appear to be far from Shekhi.

A Shanghai paper reports that a man has been wounded in the bombardment.

Hongkong teachers aren't so badly treated after all, for we notice that the London County Council is advertising for a schoolmaster qualified, amongst other things, to teach sewing.

There is no truth in the rumour that Sir Claud Severn is to be presented with a working model of the Magazine Gap Tramway, as a token of appreciation from residents who might have benefited thereby.

A little bit of fluff is coming off soon. This has no relation to the failure of our youngest subaltern to grow a "mo."

Local Englishmen have been asked to express an opinion whether the annual St. George's Ball should take place, but their good ladies will doubtless make the decision.

"Earrings for men" says a London fashion journal. But aren't they more often led by the nose?

St. Vitus would appear to be the Patron Saint of many local dancers.

An egotist is a man who tells you things about himself which you had intended to tell him about yourself.

It's the deficits which cause more worry to some churches than the surpluses.

Visiting cards originated in China. From the look of some signatures, so did the habit of signing letters.

What we need is a car that will stop and count twenty-five before hitting anyone.

Those who complain of the slowness of things are reminded that Mr. J. M. Alves is producing ginger.

In the Cabinet Resignation race, France now leads China by a head.

Signs of Normality:—Three times yesterday we got the wrong number.

With the cutting down of its trees the old controversy as to which is the more shady side of Nathan Road will probably come to an end.

The danger about liberal ideas is that you may stick to them and be called an old fogey.

A local advertiser for a second-hand piano requests "the name of the instrument." The neighbours would probably provide him with an assortment.

It is expected that the alteration in progress at the lower Peak Tram Station, will be almost completed by the time the next is started.

At this afternoon's Scottish Sports Meeting, we understand that members competing in the band race will not be allowed to carry their bagpipes. This bears out MacWhirter's contention that these instruments are all right when left alone.

On Wednesday last, the *Daily Press* referred to "residents.... who still persist in taking some interest in public affairs." We understand that both these gentlemen are none the worse for it.

A ship loaded with motorcars, is reported to have sunk in the Adriatic Sea recently. The crew, and a large number of pedestrians, were saved.

Education pays everybody but the educators.

This morning's salutes demonstrated to Sir Edward Stubbs that the Navy doesn't always live up to its name of the Silent Service.

Lady Stubbs got a ring from the ladies of Hongkong. Fortunately on this occasion the line was disengaged.

Not only do Headmasters know how to run the Board of Education, but each individual Headmaster knows how to run it a different way.

Our Governor declared that his term of office in Hongkong was the six happiest years of his life. Apparently shroffs do not call at Government House.

"Something tells me," says MacWhirter, "that our silent Service isn't as bad as it is painted, nor as good as it is whitewashed."

Not a Red in China is worth a red sent out of it.

Three burglars entered a Singapore hotel but escaped without losing anything.

Times are bad, but we haven't heard any complaints about the price of golf balls.

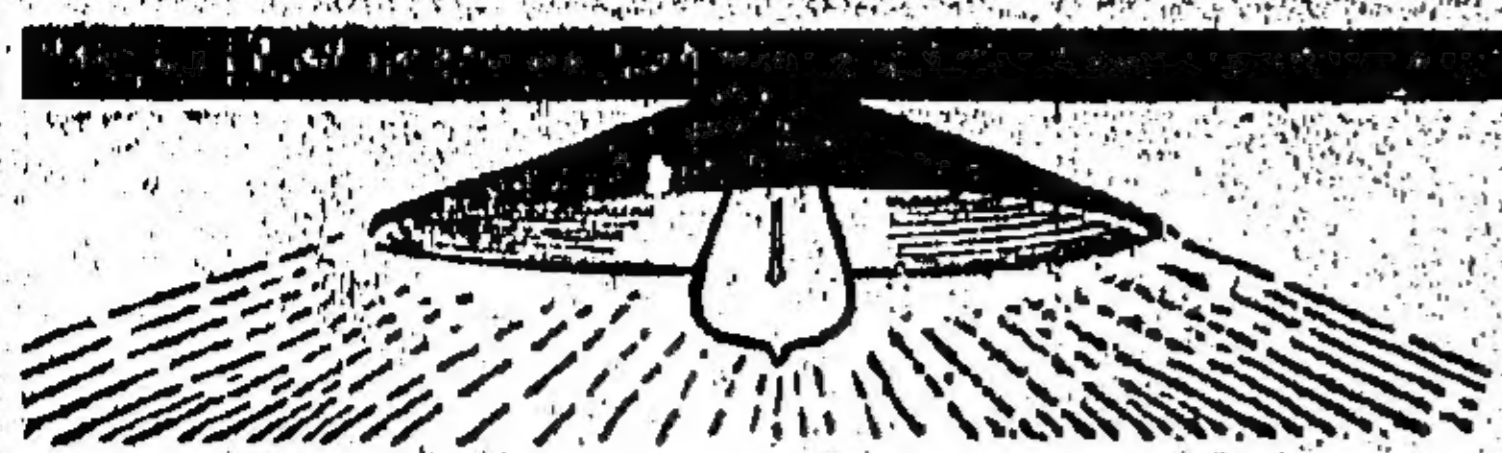
It says much for the efficiency of our Government when it is remembered that although all our Civil Servants were at Government House last Monday morning, the work went on as usual.

Jazz is dying, it is said, which possibly accounts why it sounds that way.

Conditions in China show that the Confucian is becoming worse confounded.

The departure of our Governor reminds MacWhirter that a wise man sometimes changes his mind, but what calls for his greatest wisdom is recognising the psychological moment for making the change.

The "Cricket Venus" has made an appearance in a local con-race, France now leads China by a head.



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BRITISH TAXIS FOR HONGKONG.

COMPANY'S ANNUAL MEETING.

A Shareholder's Questions.

The annual meeting of the Hongkong and Kowloon Taxicab Company Ltd. was held yesterday at the Company's registered offices. Mr. H. Birkett was in the chair supported by Mr. Fred Ellis, and Mr. E. M. Raymond (Directors), Mr. A. H. Rowe (Managing Director) and Messrs. C. Fulcher, A. A. Alves, and D. McNeill (shareholders).

The Chairman, in moving the adoption of the report and accounts, said:

"Before proceeding to deal with the Company's affairs, I desire to refer to the great loss we have sustained in the death, under the tragic circumstances which you will all remember, of the late Hon. Mr. Chau Siu-ki, who was a Director of the Company from its inception and always took the deepest interest in its affairs. Mr. T. N. Chau has been invited by the Directors to fill the seat thus vacated, and I am sure he will carry on his father's excellent work."

You will note that the balance sheet shows a loss of \$46,680.14, but it has to be borne in mind that \$62,303.41, has been written off for depreciation, in addition to the \$45,915.04, written off last year, making the total amount written off for depreciation \$108,218.45, which represents about one-third of the paid-up capital of the Company and more than half the original cost of our taxicabs. This has been accomplished in a period of only fourteen months trading as the bulk of our taxis did not arrive in the Colony until March 1924 and further it shows that your Directors have pursued a bold policy and made ample provision for depreciation, which I feel sure will meet with the approbation of the shareholders."

Bad Servants.

You will also note that the Balance Sheet before you refers to the period ending April 30th, 1925, and since that date the affairs of the Company have been conducted on a different plan: the loss of \$46,680.14, is to be attributed in a large measure to the fact that our drivers, working as servants of the Company, grievously abused the taxicabs, a fact which is borne out by the item in the profit and loss account of \$46,937.85, for workshop and garage charges. Furthermore, by various ways too complicated to describe here, the Company was deprived by the drivers of a considerable part of its just receipts. Your Directors therefore decided to begin the present year with a system of farming out the taxis to a syndicate formed by the drivers themselves. The syndicate pays a fixed rate for the vehicles and they have to meet their own running workshop and garage charges, thus eliminating from our accounts the items, Running Charges, Workshop and Garage Charges, and Trading Expenses, which together amount to \$210,910.87, an item which will not occur at all in the next statement of Accounts to be presented to you."

Shareholders in Arrears.

Furthermore, the item "Office Administration and Expenses" has been greatly reduced as the Company now employs a much smaller staff. In future, apart from these reduced office expenses, the Company has only to meet the cost of depreciation, and is at the same

time in receipt of a regular income from the hire of its taxis. I would also call your attention to the item in the Balance-sheet of calls in arrears. These share-holders have been served with a notice under registered cover to pay the 3rd call with interest due, and informing them that in default of payment within 14 days, their shares will be forfeited and sold in accordance with clause 36 (a) of our Articles of Association. I might add that of the \$8,000 outstanding when the accounts were closed, \$5,000 has since been collected."

British Taxis.

Your Directors have under consideration the sale of the present fleet of taxis and the purchase of a new fleet of British made vehicles, for which purpose a visit home to England by your Managing Director is under contemplation, in order to select the most suitable type of vehicle, specially adapted to hill climbing and generally suited to local condition, and which will last much longer, with lower running expenses and smaller repair bill than our present fleet of taxicabs and for which the Directors are of the opinion that there will be no need to make any further calls to meet the cost of new fleet of taxicabs."

Although the Balance Sheet shows a loss, the results of our trading since May 1st, under the new system of farming out the taxis has been very profitable and when the books are closed at the end of this month, which will be just six months trading under the new system, your Directors hope to declare an interim dividend. I have now pleasure in moving the adoption of the Report and Accounts, and after this has been seconded I shall be glad to answer to the best of my ability any questions which any shareholder may desire to ask."

Mr. E. M. Raymond seconded.

Heavy Administration Cost.

Mr. McNeill drew attention to an amount of \$60,000 under the heading of office administration and expenses and asked if he could be informed what there was in the administration to make up that amount."

Mr. Rowe explained that the sum covered the time when the Company had three branches. The rent for their office and showroom in the A.P.C. building amounted to \$2,000 a month. They had now left that and had sub-leased it, going into their present smaller offices. "Since they had been farming out the taxis these expenses had been done away with and administration expenses were not now more than \$2,000 a month."

Mr. McNeill then referred to the item headed "Cushions, Covers and Uniforms," saying, "I have never yet seen a driver with his uniform on."

Mr. Rowe stated that when the Company was first started they had two uniforms made for each driver. Drivers, however, were untidier with uniforms than without. The company still had the uniforms. The amount under this heading also covered taxi-meters. There were 90 of them and they cost about \$125 each."

Mr. McNeill: Then there is an item under furniture of \$7,045."

Pedder Street Expenses.

Mr. Rowe: A good deal of that figure is taken up by \$2,000 which we had to pay for the erection of a partition in the A.P.C. premises. It includes furniture at Kowloon."

Mr. McNeill: I have been to the Kowloon Depot and all the furniture there is not worth \$50."

Mr. Rowe: It includes light fittings."

Mr. Birkett: This expense amount had a good deal to do with our place in Pedder Street. Your Directors were of opinion that it would pay to have those offices and that it would assist the sale of cars. It was given a fair trial, in fact more than a fair trial, and we vacated the premises as soon as we could let them as we realised they did not justify the rent which we had to pay. It was a new place when we went in and we had all the inside fittings to put up. There were only the bare walls when we took it over."

The Farming Scheme.

Mr. McNeill: About this farming out. Is it one man to whom you farm them all out or are they farmed out to the drivers?"

Mr. Rowe: Three men are concerned and each driver has \$50 in the scheme. These three men are responsible to the Company and the money is collected every day."

Mr. McNeill raised the point of the condition of the taxis plying for hire. He said he had spent hundreds of dollars in fares and had always found them in a condition they should not be in. They had been in a bad state for months and months. He thought they ought to be looked over a little more. He knew what Chinese drivers were and how careless they were when they were using something not their own. He considered that if they were pulled up "at a round turn" it would do a lot of good."

Mr. Birkett said if the company did not keep the taxis in proper condition they would be soon pulled up at a round turn by the Police. Taxis were regularly inspected by the Police inside and out and if they were not all right they were not allowed on the streets."

There being no further questions the motion was put and the report and accounts passed unanimously."

On the proposal of Mr. Rowe, seconded by Mr. Fulcher, Messrs. Sum Pak-ming and Chan Lim-pak were re-elected Directors."

Messrs. Lowe, Bingham and Matthews were re-elected Auditors."

OBITUARY.

MRS. STINER.

We regret to announce the death at the Victoria Hospital on Friday of Mrs. Stiner, wife of Corporal Stiner of the R. C. S. The death took place at 8.10 a.m. as a result of chronic inflammation of the liver and jaundice."

Mrs. Stiner had been in the Colony for three years and was preparing to leave for home on December 29. She leaves five young children, the eldest nine and the youngest three years old."

The funeral was held at Happy Valley and was attended by a number of residents of the Married Quarters and a number of the men of the bereaved husband's unit and of the Royal Engineers to which he was attached."

DEPARTING FRIENDS.

EMPRESS OF CANADA'S HEAVY PASSENGER LIST.

Governor's Secretary Leaves.

A number of prominent local residents were on board the Empress of Canada when she sailed yesterday for Vancouver via Shanghai and Japanese ports. Among these were Mr. Gaisford-St. Lawrence, private secretary to H. E. Sir R. E. Stubbs, booked to Kobe, from where, after a short stay he will continue his journey to Europe by the Empress of Russia; Mr. E. Stone, General Passenger Agent in the Orient for Canadian Pacific S. S. bound for Yokohama, on business; Mr. H. E. D'Alba, Panama Consul, on route for Shanghai; Mr. W. Austin, of Montreal, also for Shanghai; Mr. H. G. B. Burns, of Messrs. Butterfield and Swire, booked through to Europe; Mr. J. E. Bourne, Sup. of the Hongkong and Shanghai Hotels, and Mr. W. D. Goodfellow of the Hongkong Realty and Trust Co., to Shanghai on Hotel business; Mr. L. C. Vander Feltz of the J. C. J. Line, to Kobo on re-appointment; Mr. B. C. Guy, Mr. C. A. Peel of Dodwell's and Major H. Rowntree to Shanghai; Mr. W. Tsurutani of the M. B. K. to Kobo, and Mrs. E. Chandler for Victoria, B.C."

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Influenza

is frequently a source of permanent chest trouble. During, and after, an attack you should rebuild the system with



Scott's Emulsion
It brings health to all.



Hongkong Hotel

GRILL ROOM

Special Armistice
Fancy Dress Dinner
Dance

11th November, 1925.

Dinner \$4.00 per head

(FANCY OR EVENING DRESS OPTIONAL)
LATE MOTOR COACH TO PEAK HOTEL
12.30 a.m.

TABLES MAY NOW BE RESERVED

The Hongkong & Shanghai Hotels, Ltd.



WHEN THE DAY WORK
IS DONE—

there is no stimulant to equal
a DON and soda. It throws of
the depression due to the
climate, and fills one with the
necessary vigour, with no
unpleasant after effects.

JUST TO DAY—when you feel
fagged out—try a DON and
soda. You will appreciate the
excellence of this mellow, aged,
pre-war favourite.

At your Club or Store.

N. S. MOSES & Co., Ltd.

Agents.

The A. D. C. will present

"A LITTLE BIT
OF FLUFF"

On December 2nd 3rd 4th and 5th
AT 9.30 P.M.

Book early to avoid disappointment.

Plans at Anderson's from MONDAY 2nd Nov.

Pik-Wen-Ha Troupe

The Well-known Chinese Opera

To-Night

The Pathetic and Tragic Scene

"KING AUTOCRAT AND HIS COURTESAN"

A historical play at the closing of the feudal period
of China.

Booking at Moutrie's

IT IS NECESSARY

to remember in times of trade depression that a man owes

PROTECTION

to his family more than in prosperous times.

A WHOLE LIFE POLICY

with a premium at minimum rate as issued by

CHINA UNDERWRITERS, LTD.

will give this needed protection.

Full particulars of this policy can be obtained from the Life
Assurance Department of the Company at their offices, St.
George's Building. Phone C. 1122.

THE ATHERLEY CASE.

"AN AFTERNOON OF
OBJECTIONS."

A Further Adjournment.

The hearing of the case in which Mr. J. Edward Atherley, ex-manager of the Götts Bros. (of the Orient) Ltd. is charged with embezzlement, was resumed at the Central Magistracy yesterday, before Mr. S. B. B. McElderry.

Mr. D. H. Blake appeared for the prosecution, and Messrs. W. B. Hind and A. E. Hall were for the defendant. A watching brief was held by Mr. R. A. Wadeson on behalf of the comproprietors concerned in the case.

The comproprietors, Chan-Kan-yan, was recalled to answer various questions relating to his work. He said that in small matters he could take orders from the Manager's clerk.

Mr. Hind: Did you take orders from Mr. Kelly when he came down from Shanghai?

Witness: I did not take any orders from Mr. Kelly, but answered the questions he put to me in the course of Mr. Kelly's investigation into the accounts.

The comproprietor added that before Mr. Kelly arrived, defendant told him that the vice-President was coming.

Mr. Hind: Did you take any orders from Mr. Parkhurst?—No.

Mr. Hind: Would you have taken any orders from Mr. Parkhurst or Mr. Kelly if they had given them to you?

His Worship disallowed the question, but told Mr. Hind that he had noted it.

Mr. Hind: Have you been dismissed from your comproprietorship?

Dismissed by Manager.

Witness: I received three months' notice to terminate my comproprietorship.

Mr. Hind: Who gave you that notice?

Witness: The defendant handed it to me. It was signed by Mr. Parkhurst.

Witness said that when Mr. Parkhurst came to Hongkong he asked the comproprietors for money to pay hotel expenses, etc. Witness did not pay until he had received authority, marked "O.K." by the defendant.

Cheung Ho-chi, the cashier in the comproprietor's department, was next called into the witness box. Asked by Mr. Blake what his particular duties were in the office in March 1924, he said he received monies from dealers and made entries in the Chinese cash book.

Mr. Blake: When you receive individual sums of money from dealers, what is your practice?

Witness: I enter them in the book and pay the money into the bank.

He added that he paid money into the bank sometimes every day and sometimes every two or three days.

A list showing payments received from dealers with regard to the sale of old newspapers was put in.

During the further hearing of the case, Mr. Hind raised several objections to documents being used as evidence. When his Worship intimated that he would close the day's proceedings at four o'clock, Mr. Hind suggested 3.45 as the time for the conclusion of the evidence, as the statement had to be read over to the witness.

Mr. Blake: There is very little besides objections taken down to-day.

At the end of the cashier's evidence, the hearing of the case was adjourned until Monday afternoon at 2.15.

NEW GOVERNOR.

TO-MORROW'S CEREMONY.

Mr. Cecil Clementi, the new Governor, is due to arrive on Sunday morning. The Kalyan, upon which he is travelling, is expected to reach Hongkong in sufficient time for an official landing of the new Governor at Queen's Pier at 9.45 a.m. There he will be welcomed and will then go direct to the Council Chamber where the formal swearing-in ceremony will take place, afterwards proceeding to Government House.

The following are the detailed arrangements.

Mr. and Mrs. Clementi will arrive at 9.45 a.m. at Queen's Pier. Members of the Executive and Legislative Councils, the Judges, Members of the Civil Service, the Consular Body, representatives of the Navy and Army, and the

INDIAN CONSTABLE MURDERED.

INCIDENT OVER A PINE TREE.

What a Hawker Saw.

Before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday afternoon, a Hakka Chinese was charged with the murder of an Indian Police constable at Ngau Shi Wan, on July 8, whilst the deceased was in charge of the defendant, who had been placed under arrest for being in possession of a pine tree.

Mr. T. S. Whyte Smith, prosecuted for the Crown, while the defendant was unrepresented.

Opening his case Mr. Whyte Smith said that the scene of the murder, which took place on July 8, was the hilly district of Ngau Shi Wan just above the proposed site for the new prison. Four constables, two Chinese and two Indians, were detailed for duty with special instructions to detect Chinese damaging trees in the Government plantations. One of the Chinese constables appeared to have been required for only two hours duty and was therefore not concerned with the events of the murder. The other three men were proceeding along a pathway which circles around the hillside, and on rounding a bend they suddenly saw the defendant about thirty yards in front of them carrying a tree which had previously been cut. On seeing the picket of police he dropped the tree and attempted to escape. The constables gave chase and one of them fired his revolver into the air. The defendant then surrendered and was taken further along the path with the view to finding other trees which had been cut, or a chopper. Another cut down tree was found and the defendant was ordered to carry both trees back to the Police Station.

Commission of the Crime.

It was then that the police officers noticed on the opposite side of the valley a number of Chinese cutting trees. They decided that they would try to arrest them and the deceased was left in charge of the defendant. The proposition was a very foolish one, as the deceased was of very poor physique and the defendant, as could be seen, was a much stronger man. On the return of the other two constables they found the deceased lying on the ground bleeding, and the defendant gone. There was a bullet wound in the Indian's face and another in his abdomen. His revolver was recovered 40 yards along the path and appeared to have been thrown away. Three of the rounds had been discharged, leaving three live cartridges. The deceased was taken to the Government Civil Hospital, where he died on the night of July 12.

The only witness who saw anything of the murder was a stall-holder who witnessed a struggle. He had just emerged from his hut, which is 320 yards from where the two men were, and although he could not recognise anybody he could say that one of them was an Indian constable in khaki, while the other was a Chinese. He heard a police whistle being blown and this was followed by a shot. At about 150 yards from his hut is the residence of Mr. Knopp, and it was to this house that the hawker went to give the alarm. Shortly after arrival he heard another report and together with Mr. Knopp returned to where he saw the two men struggling.

The defendant had absconded from his residence and crossed the boulder and it was when he was returning to carry out negotiations for some property he owned in Kowloon City that he was arrested at the bridge at Lo Wu. At an identification parade he was recognised as the man who was arrested by the picket.

After evidence, the case was adjourned.

Foreign and Chinese communities and their ladies will be admitted to the Pier up to 9.40 a.m.

Dress:—Uniform or morning dress.

Mr. Clementi will proceed direct to the Council Chamber, where the oaths of office will be administered by His Honour the Chief Justice.

Persons to whom cards of invitation have been sent are requested to attend accordingly.

A Guard of Honour will be drawn up outside the Secretariat. A salute of 17 guns will be fired at 8.00 a.m. on Monday, the 2nd November.

AN AUTHENTIC EXHIBITION OF MEN'S FASHIONS

FOR THE SEASON.

The commencement of the Winter Season is marked by our annual Show of the newest fashions in Men's Wear.

This year more than ever we are in a position to show you the smartest in styles and colours and our Display fully merits the close inspection which we so cordially invite.



THE AQUASCUTUM COAT,

the popularity of which has been carried by recommendation to the futhermost corners of the world. Almost daily letters are received by the makers, indicating the high degree of efficiency attained by the Aquascutum Coat.

The Single Breasted Stafford model here shown is an easy well-balanced garment obtainable in Tweeds, Cheviots and in Aquascutum cloths.

PRICES from \$55.00

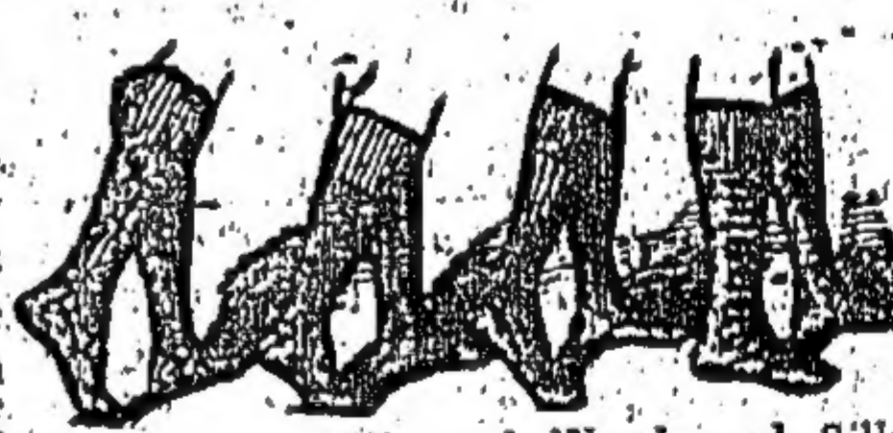
Other shapes are also stocked, in all sizes.



IN VIEW OF THE PRESENT
DEPRESSION WE OFFER
THE WHOLE OF OUR STOCK
AT A SPECIAL DISCOUNT
OF
10% FOR CASH.
IN THIS ADVERTISEMENT
WE GIVE A FEW
EXAMPLES OF THE
VALUES WE ARE OFFERING
—QUALITY IN NO
INSTANCE BEING REDUCED
FOR THE SAKE OF
SHOWING ATTRACTIVELY
LOW PRICES.

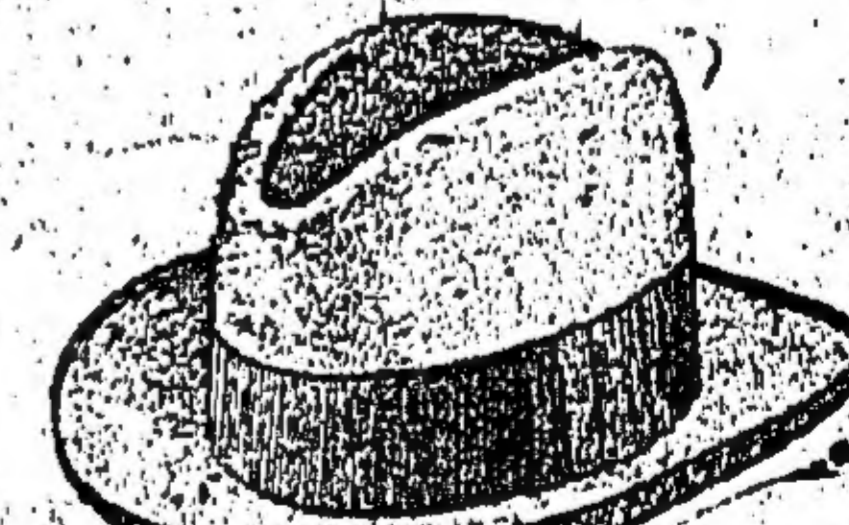


Jaeger Pure
Wool, Silk,
Wool Taffeta,
and Camelhair
Dressing Gowns
in a large range
of designs, from
the quietest of
neat patterns to
the gayest "jazz"
colourings.
From \$27.50
each
(Less Discount)



Cashmere, Silk and Wool and Silk
Fancy Socks in a good range of new
designs and in plain colours.
Prices \$2.50 to \$9.50 pair.
(Less 10% cash discount.)

"Balmoral"
Pullovers and
Woolies are
made in Scot-
land, specially
for us and the
smart designs
we are showing
are to be had
from us only.
Golf Hosiery
to match some of
these are also
stocked.



The "Tyrol" Henry Heath Hat
made of finest fur felt, is adaptable
to any shape of brim, is unbound,
and is stocked in greys and buffs at
\$13.50 and \$16.50 each.
(\$12.15 and \$14.85 net.)

The "Jaeger" is a new and popular
shape with a narrow silk binding
which allows the brim to be turned
down if required.
Bowler Hats in all the newest
shapes.

Mackintosh

& Co. Ltd.

MEN'S WEAR

SPECIALISTS.

Alexandra Bldg. Hong Kong Des Voeux Road.

NEW ADVERTISEMENTS.

ADVERTISE YOUR WANTS IN
THE HONGKONG TELEGRAPH which is
THE EVENING NEWSPAPER
WITH THE LARGEST
CIRCULATION

25 WORDS FOR ONE DOLLAR PREPAID

\$1.50 if not prepaid.

Advertisers should note that replies must be called for at this office.

GIVE THESE COLUMNS AN OPPORTUNITY TO ASSIST YOU.

The following replies are awaiting collection:—

Nos. 1366, 1375, 1314, 1320, 1384, 1376 1385, 1342, 1392, 1397, 1401, 1398, 1399

PREMISES WANTED

Will those who have a furnished house or apartment to let on January 1st, 1926, kindly send full particulars to Box No. 1399 c/o Hongkong Telegraph.

Accommodation is required by a family of four—not a mess—and owners need have no fear of damage to their property during tenancy.

Rental in advance, if desired. Long or short term lease immaterial. Not particularly interested in Kowloon.

PREMISES TO LET

PRIVATE HOTEL, QUIET
BRITISH FAMILY, full board and residence from \$4 daily. 1 minute from ferry. Special family rates. Cuisine under personal supervision. 1, Victoria Gardens, Kowloon Road, Kowloon, Tel. K.357.

To Let.—Two newly constructed European houses, Magazine Gap, Motor Road, three flats, three large rooms each with kitchen, servants' quarters and bath room, fitted with flush system. Garages provided. Immediate possession. Apply Sang Kee, New Bank Building.

To Let.—Newly erected Bungalow situated at Redhill Tytan Bay. One large living room two bedrooms, bathrooms servants' quarters, and garage. Very reasonable rent. Apply Box No. 1402 c/o Hongkong Telegraph.

To Let.—Well-lighted and Spacious Offices on First and Third Floors of Stephen's Building Centrally situated, very moderate rents. Apply DEACONS, Princes Building.

To Let.—5-roomed Modern House in Kowloon, furnished or unfurnished. Apply Box No. 1398 c/o Hongkong Telegraph.

GODOWN TO LET, in Alexandra Buildings. Apply Secretary, A. S. Watson & Co., Limited.

To Let.—One European flat, Wanchai Gap Road, Hongkong. Apply to 32 Kennedy Road.

ON or about March 1926 whole flat or spacious suite of offices in the "French Building" ex "Victoria Building," No. 5, Queen's Road Central (between Chartered Bank and Mercantile Bank.) Apply to: Banque de l'Indochine Chater Road.

DANCING.

DANCING.—Learn to Dance, quickly, easily and at small cost from an Expert Dancing Teacher. Apply—The Shaw Dancing Academy, Queen's Road Central, Phone C.972.

HONGKONG JOCKEY CLUB.

The half yearly General Meeting of Members will be held on Tuesday, November 3rd 1925 at 5.30 p.m. in the Jockey Club Room, Hongkong Club Annex.

By Order,
H. GREENWOOD,
Acting Secretary.

CHURCH NOTICE.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING.

First Church of Christ, Scientist, MacDonnell Road, below Bowen Road Tram Station. Sunday Service 11.15 a.m. Wednesday Evening Meeting 5.30 p.m. Reading Room at above address, open Tuesday and Friday 10 a.m. to 12 noon. Monday and Thursday 5 to 7 p.m.

St. Andrew's Church, Kowloon. Special Service on behalf of Home Missions, 8.15 a.m.: Holy Communion, 11 a.m.: Morning Prayer and Holy Communion. Anthem: "What are these and whence came they?" (Stainer). 2.45 p.m. Sunday School. 3 p.m. Bible Classes. 6 p.m. Evening Prayer.

THE CHINA LIGHT & POWER COMPANY (1918), LIMITED.

With reference to the Notice to the Shareholders of this Company dated 18th September, 1925, whereby the Final Call of \$3.00 per share on the New Shares was made payable on 3rd November, 1925, instead of 1st October, 1925, the General Managers and Consulting Committee have decided, in view of the conditions prevailing at present, to further extend the time for payment of this Call.

Notice is accordingly hereby given that the date for payment of the Final Call is postponed to 4th January, 1926, and that the Form of Bankers' Receipt already sent to Shareholders can be used as though the date named therein were the 4th January, 1926.

For The China Light & Power Co. (1918), Ltd.,

SHEWAN, TOMES & CO., General Managers.

Hongkong, October 28, 1925.

In the Matter of the Companies Ordinances 1911 to 1922

and
In the Matter of M. Y. Sun & Co., Limited (In Liquidation).

Creditors of the above named Company are requested on or before the 30th day of November, 1925, to send their names and addresses and particulars of their debts or claims and the names and addresses of their Solicitors (if any) to the registered office of the said Company at No. 88, Queen's Road Central, Victoria, Hongkong; and (further, if so required by notice in writing, personally or by their Solicitors or Representatives to come in and prove their said debts or claims at such time and place as shall be specified in such notice. And notice is hereby given that in default thereof, such creditors will be excluded from the benefit of any distribution before such debts or claims are proved.

Dated the 5th day of October, 1925.

LAU YUK WAN,
WONG SUI LEUNG,
NG WEI CHEE,
Liquidators.

INSTITUTION FOR THE BLIND.

KOWLOON CITY ROAD, 20 min. from Star Ferry by Kowloon City Bus.

Come and buy our hand-knitte Coats, Sweaters, Jumpers, Shawls, Scarves, Socks and all kinds of Children's Woolies. Latest styles in "Fair Isle" and plain and fancy Jumpers. Orders taken for knitting in wool or silk.

K. BESWICK, Supt.

Telephone K. 101.

By Special arrangement with the Committee of the Royal Hongkong Golf Club, we have been enabled to publish an excellent book of views of

HONGKONG'S GOLF COURSES

Call and inspect these at the MEE CHEUNG ESTABLISHMENTS

Studio:—Ice House Street 1st Branch:—Beaconsfield Arcade 2nd Branch:—Main Corridor of Hongkong Hotel.

Official Photographers to the "Hongkong Telegraph"

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction on THURSDAY,

the 5th November, 1925, commencing at 2.30 p.m., at their Sales Room, Duddell Street.

A Quantity of Valuable Household and Office Furniture.

comprising:—Teak Hat Rack with Bevelled Mirror, Chesterfield and Tapestry Covered Armchairs, Conversation Chair, Book Cases, Filing Cabinet, Teak and Tapestry Covered Revolving Chair, Teak and Leather Covered Armchairs, Teak Newspaper Rack, Teak Desks, Teak Glass Cabinet, Ornaments, Candles, carpets, etc., etc.

Teak Side Board with Bevelled Mirror, Teak Dining Table, Teak and Cane Seat Dining Chairs, Teak and Tapestry Covered Chairs, Dinner Service, Tea Service, E. F. Ware, Silver Ware, Glass and Cut Glass Ware, Teak Ice Chest, Enamelled Milk Boilers, Frying Pans, Crockery, etc., etc.

Teak and Iron Single and Double Bedsteads with Spring Mattress and Mattresses, Teak Chest of Drawers, Teak Dressing Table with Bevelled Mirrors, Teak Wardrobes with Bevelled Glass Doors, Teak and Marble Top Round Table, Teak and Marble Top Washstands, Teak Side Table, Toilet Sets, Teak and Marble Top Chamber Stand, Chair Covers, Curtains, Brass Curtain Poles, etc., etc.

also

A Fine Selection of Canton Blackwood Furniture including:—Joss Tables, Jardinieres, Tea Poy, Folding Round Tables, Desk, Picture Frames, Curio Stands, Stools, etc., etc.

One Indian Motor Cycle with Sidecar—in good running order and

1 Very Fine Teak Roll Top Desk.

3 Perambulators.

2 Enamelled Baths.

3 Austrian Iron Safes.

1 Pair Powder Blue Porcelain Flower Stands.

1 Pair Blue and White Porcelain Flower Stands.

1 "Commercial" Crystal Set and Headphones.

2 Typewriters.

1 Set Cutlery (Community Plate).

Catalogues will be issued.

On View from Wednesday, the 4th November, 1925.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hongkong, October 30, 1925.

By order of the First Mortgagee

PUBLIC AUCTION

OF

THE VALUABLE LEASEHOLD PROPERTY.

Situate at Victoria in the Colony of Hongkong and known as The Remaining Portion of Marine Lot No. 185 and Inland Lot No. 38 together with the premises thereon known as No. 394, Des Voeux Road West and Nos. 397C, 397D, 397E, 397F and 397G Queen's Road West (part of which premises are used and known as the Tai Ping Theatre) in one lot by

Messrs. LAMMERT BROTHERS, Auctioneers

at their Salesroom, No. 5 Duddell Street on

MONDAY,

the 16th day of NOV., 1925

at 3 o'clock in the afternoon.

For further Particulars and Conditions of Sale apply to:—

Messrs. WOO & NASH, Mortgagee's Solicitors, Bank of China Building.

or to

Messrs. LAMMERT BROS., The Auctioneers,

No. 5 Duddell Street, Hongkong, 27th October, 1925.

THE AUCTIONEERING & BROKERING CO., LTD.

88, Duddell Street.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Order of Mortgagee.

The Valuable Leasehold Properties Situate at

Victoria in the Colony of Hongkong and known as

Section B of Marine Lot No. 178, Section A of Marine Lot No. 177, and subsection 1 of section B of Marine Lot No. 177.

by

PUBLIC AUCTION.

on THURSDAY,

the 5th day of November, 1925, at 3 o'clock p.m.

by

THE AUCTIONEERING AND BROKERING CO., LTD.

Auctioneers

at their sales rooms in 4B Duddell Street, Victoria, aforesaid. The property consists of:

(1).—All that piece of parcel of ground situate at Victoria, Hongkong and registered in the Land Office as section B. of Marine Lot No. 178.

The property is held for the unexpired residue of the term of 999 years from the 26th day of June 1861 created by an Indenture of Crown Lease dated the 22nd day of February 1862. Annual Crown Rent \$90.00. Total area 9223 square feet.

(2).—All that piece or parcel of ground situate at Victoria aforesaid and registered in the Land Office as section A. of Marine Lot No. 177.

The property is held for the unexpired residue of the term of 999 years from the 26th day of June 1861 created by an Indenture of Crown Lease dated the 24th day of September 1906. Annual Crown Rent \$2.10. Total area 263 square feet.

(3).—All that piece or parcel of ground situate at Victoria aforesaid and registered in the Land Office as subsection 1 of Section B of Marine Lot No. 177.

The property is held for the unexpired residue of the term of 999 years from the 26th day of June 1861 created by an Indenture of Crown Lease dated the 24th day of September 1906. Annual Crown Rent \$0.85. Total area 794 square feet.

All the above property was formerly known as the "Kung Wo Hotel" and was numbered 461, 463, 465, 467, 467A and 469A Queen's Road West.

For further particulars apply to:—

Messrs. WILKINSON & GRIST, MORTGAGEE'S SOLICITORS,

or to

THE AUCTIONEERING AND BROKERING CO., LTD.

Auctioneers.

4B, Duddell Street, Hongkong, October 28, 1925.

The Undersigned have received instructions to sell by order of Mortgagee

The Valuable Leasehold Property situate at

Victoria in the Colony of Hongkong and known as

The Remaining portion of Marine Lot No. 55 together with

The Dwelling house and shop thereon known as

No. 140 Des Voeux Road Central

by

PUBLIC AUCTION.

on FRIDAY,

the 6th day of November, 1925, at 3 o'clock p.m.,

at their sales rooms, 4B Duddell Street Victoria Hongkong,

by

THE AUCTIONEERING AND BROKERING CO., LTD.

Auctioneers.

The property consisting of:—

All that piece or parcel of ground registered in the Land Office as the Remaining portion of Marine Lot No. 55 together with all messuages or tenements erections and buildings thereon known at the date hereof as No. 140 Des Voeux Road Central, Victoria aforesaid, and the rights of way (if any) easements and appurtenances, belonging and all the estate thereto, interests of the Mortgagees in and to the said premises.

Annual Crown Rent \$15.45.

Terms 75 years with extension for 924 years.

For further particulars apply to:—

WILKINSON & GRIST, MORTGAGEE'S SOLICITORS,

or to

THE AUCTIONEERING AND BROKERING CO., LTD.

Auctioneers.

4B Duddell Street, Hongkong, October 29, 1925.

THEATRE ROYAL

DANCING DISPLAY

By the pupils of Miss Violet Capell

Saturday, November 7th

9.15 p.m.

Wednesday, Nov. 11th

5.15 p.m.

in aid of the

LONDON HOSPITAL

The booking plan is now open.

and Seats may be obtained at

ANDERSON'S.

THE NEW COLUMBIA ENGLISH GAFONOLAS

TRIPLE SPRING MOTOR \$350.00

TRIPLE SPRING MOTOR \$150.00

DOUBLE SPRING MOTOR \$115.00

SINGLE SPRING MOTOR \$60.00

PORTABLE \$65.00

AT ANDERSON'S

PLUMBING

Specifications and Estimates submitted for expert work.

C. E. Warren & Co., Ltd.

CHINA BUILDING (Facing Queen's Theatre)

MASSAGE

Mr. N. AKAJI, Mrs. E. AKAJI.

Graduate of Tokyo A. Massage School No. 25, 2nd Floor, WYNDHAM ST. HONGKONG. TEL. C.405

LOCAL HOCKEY.

THE CLUB WINS AGAIN.

At Sookunpo last evening, the Hongkong Hockey Club "A" team defeated the University "A" team by five goals to two. The club team thoroughly deserved their win, and for practically the whole of the game the University were playing a losing game. Nevertheless they put up a plucky fight, and had they been aided with luck they might have shared the points. As it was, the Club tried to score at every opportunity, and it was to a large extent, owing to their advantage in weight that they managed to overcome the University defence.

The winners were, on the whole, faster than the University players. E. F. Stewart, outside left, was a tower of strength to his side, and hustled the forward line to some time. Several times he fell back and assisted the defence in the nick of time. He worked well with his partner, T. P. Saunders. The right wing was hardly as strong as the left, but the halves played soundly. L. H. Kearns (capt.) and S. H. Garrod were capable backs, and A. J. Frank in goal took no chances. The University team did not show enough combination. Several bright individual efforts were made, but they were not often effective. Again and again the students missed the ball and the club were quick to take advantage of these mistakes. Neither of the University backs were strong, and the halves might have played with more certainty.

At the beginning of the game the University pressed right away and for a short time penned the Club in their own half. Suddenly, however, the tables were turned and the other side took up the running. The first goal was scored by K. L. Thomson, and keeping up the pressure, Lammert added a second. Half-time arrived with a score of two to none in favour of the Club. The second half had not long been in progress before Balhatchet scored the first for the University, but the Club retaliated immediately afterwards with a third by Thomson. Shkabudin added a second goal for the University, and the other scorers for the club were Lammert, and Garrod.

BOTH BRAIN AND BODY

benefit by an occasional dose of Pinkettes, for these dainty little liver and bowel regulators keep the system clean, the digestion active and the mental faculties alert and clear. Laxative perfection, they quickly

Pinkettes

dispel constipation, bilious attacks and sick headaches, relieve Piles.

Your chemist sells Pinkettes, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

PINKETTES KEEP YOU WELL.

CHINA AUCTION ROOMS.

4, Duddell Street. If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. DE SOUSA, Auctioneer.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS.

IMPORTERS, EXPORTERS & GENERAL BROKERS.

WESTINGHOUSE ELECTRIC

Holyoak Massey & Co., Ltd.

Distributors.

Queen's Bldg. Tel. C.673



GIVE
YOUR BABY
THE BENEFIT
OF
LACTOGEN

WOMEN'S INTERESTS

THE
NATURAL
MILK FOOD
FOR
BABY



Paris is making a heroic effort to awaken women to the importance of the hat, according to a New York designer and importer.

It's all wrong, he maintains, to standardize hats, because the hat is the most individual accessory of the costume.

Well, dressed women seek distinction, he says, and they will, this season demand something different in hats than those seen on every other woman you meet.

Photographed today are three hats designed for Sara Sothern, who is to have the ingenue role in "Arabesque," designed to prove all is not felt that flatters.

They are small, suitable to be worn with the silk frock or later with the fur coat, and they have beauty as well as chic.

The prosaquin ribbon and black velvet model is a copy of a Reboux turban with a clever arrangement of folds to form a perfectly fitting crown. A fold of the ribbon is brought, halo-wise, over the front, destroying the severe line and suggesting too flagrantly the exotic tempering the shorn head to atone for the ringlets and wavy tendrils that fusion denies.



Three new hat models designed for and worn by Miss Sara Sothern, actress.

That fur can be used effectively as a trimming without lending a top-heavy effect is demonstrated by the black velvet shape with the ermine bands. Its soft folds are gathered into a point of vantage at the top where they combine their forces to achieve perkiness.

Delightfully oriental without suggesting too flagrantly the exotic tempering the shorn head to atone for the ringlets and wavy tendrils that fusion denies.

"These hats are the type Paris is using as bait to lure women back to the beautiful in millinery," he went on. "Some designers are using flowing feathers and ostrich effects, but the change from no trimming to such picturesque models is too abrupt a one for most women."

Jewelled pins and buckles continue to be popular as trimming and are more ornate than ever before—they are particularly lovely on black velvet.

"Few flowers are used on the new hats, but large bows are very smart. Paris has always appreciated the youthfulness of the ribbon bow and is using it with impartiality on the large and the same shapes."

"The important feature of the small hat, first, last and all the time, is the perfect fit," he said in conclusion. "It must show harmony with the line of the head and hair. The hair must be practically covered and the effect of a small head must be achieved."

NET FROCK.

Net has returned for beautiful evening dresses. It is being chosen in an indescribable neutral shade for wear over luminous satins in tones of rose, violine and lettuce green.

Huge leaves of gold or silver tissue are applied on to the net,

which is the instant demand for more bead embroidery, allied with silver thread.

The shades of our grandmothers are over us with the ingenious frocks of black-spotted net. These are always made on demure lines over the ubiquitous satin underslip, with a bunchy skirt, and a bouquet of flowers.

BEADS REMAIN.

Beads remain with us, and in fact, have been given a new and glorious life.

The tiniest gold and silver bugles are used, a favourite idea being a godet chiffon dress with narrow panels, completely covered with a silver bead design. These panels are narrow at the top and burst forth at the hem into a huge flower.

Bewildering masses of bead-adorned bands swirl everywhere, the design always being fragile and small. Above all it must be remembered that true elegance in bead embroidery lies in the design.

Georgette or chiffon are the materials which look most charming so adorned.

THE CHANGING SILHOUETTE.

It would seem that the cry for very ethereal and feminine garments has at last met with some response, for the latest frocks are created above all on the very feminine lines, with a determined effort to get rid of the straight tailored tubes. The heightened waistline has certainly been approved of, this being shown in the slightly moulded bodies, arranged with skirts which are tight on the top but very wide at the bottom. Of course, the slender silhouette is preserved, the difference being shown only when the wearer moves, a graceful movement taking the place of a hobble. Designs of this description permit endless opportunities for arranging the required fullness successfully.

Elegant draped effects at the side of the back are coming into their own again. So far, one has found with gowns having fullness in the skirt that this has taken refuge in the front only, leaving the back perfectly flat. It is now approved of, creeping the whole way round; the front in its turn being left more or less plain. Godet arrangements are a never-ending source of inspiration, and it seems that if nothing else suitable can be found a bunch of pleats giving the necessary width are the unfailing stand-by.

THE ARMCHAIR WIRELESS.

A new idea in the furnishing world consists of a crystal set hidden in the arm of an easy chair. The top of both the arms lifts open, and in one is found the apparatus, the other containing the ear-phones.

There are two distinct advantages of this invention to the home-lover. The first is that it hides the rather unsightly wireless apparatus when it is not in use. The second is that it provides another cozy piece of furniture, for almost the same price as it would cost to install an ordinary easy chair.

A STRIKING COTUME.



A striking combination of plaid and plain material is the secret of this costume's success. The front is absolutely plain. The plaid material is blue with overchecks of grey chenille. The plain portion is blue satin. The hat is most interesting, with its wide chin strap and studied plainness.

THE CARE OF BLANKETS.

The overhauling and cleansing of blankets (either by washing or dry cleaning is a subject which, amongst other things, must be given consideration during the annual spring cleaning of a house. Many people consider that if they are cleaned once a year this should be sufficient, but if they are used in a room where fires are frequently lighted, or in a smoky, foggy neighbourhood, they will probably need more frequent attention.

Unnecessary washing is, of course, to be avoided, as it impoverishes the material, and if there is doubt as to their being well done at a laundry, it is a wiser plan to send them to a dry cleaner. In the case of new blankets it is always best to have them cleaned instead of washed, as the first washing is always difficult.

As regards repairs, "A stitch in time saves nine," and the careful housewife will darn her blankets as soon as they begin to show signs of wear, not wait until a hole has actually appeared. Large blankets which have gone thin can often be cut down for smaller beds, while others which are even more worn can be doubled, button-holed together at the edges and used as under-blankets.

STANDARDS OF DANCING.

What may be called the scientific view of dancing was taken at the Congress of the Imperial Society of Dance Teachers, Major Cecil Taylor, the president, was gravely judicial in his opening address. He said that outside the ballroom the standard of dancing was never so high. In the ballroom, however, neither in London nor out of London could it be said that dancing to-day was good. It had deteriorated in the past couple of years, and, through the fox-trot, had become chaotic. Orchestras, especially those that broadcast, decline to play at slower tempo, and as the British fox-trot, as distinct from the American fox-trot, could not be danced at their present speed, it seemed useless to teach it. The prospects of a new dance for the winter were remote, although one heard of a new fox-trot called the "Charleston." The value was finding great favour, and the public also wanted the tango, but the modern band, consisting of saxophone, banjo, and trombone, could not get the proper rhythm.

MODERN PATIENCE.

The present generation is continually accused of being restless, impatient, and totally devoid of that poise and calm which distinguished our grandparents.

It is true that our grandparents did not rush about in motor cars. As they had none, they could not. Also their business and social life was conducted in a more leisurely manner. They preferred it. They lived the sort of life that suited them. There is no need to commend them for it.

But praise is due to the present age. Modern inventions have increased speed, but they frequently cause situations which require a sublime self-restraint.

Anyone who has observed several people in a big Home post office stoically waiting for their trunk calls to come through, must admit that the modern man and woman has a large share of the saving grace of patience.

This age has its faults like every other, but let us appreciate its virtues. Let us praise ourselves a little.

PARIS BETRAYS HER SECRETS.

The doors of the great couturiers have been thrown open. "What are they doing for us?" is the cry of every smart woman. Line, of course, is the question of first importance. Everything is straight, and circular at the hem. Godet after godet appears, several in thickness as if to leave no mistake about their intention. The day has passed for ever when a woman will be content with a girle round a chemise or a "tubo."

A gown must be slim and well fitting to below the knees, where the more you flounce and swirl the better.

Paris had carefully established the short skirt in the spring; she has still guarded it, but the bid for a normal waistline has been abandoned since we quite firmly declined to adopt them.

NAVY BLUE AND BLACK.

Colour is another important matter. Several, equally popular at the moment, are complicating the final choice. Black, which undoubtedly is most women's idea of elegance, is resuming its place; also navy blue, which is worn with perfect simplicity with best-rod-red. Every shade of fuchsia has been much to the fore, now it seems as if it might change places with the so long undisputed reign of the beige family. This colour, by the way, seems to have suddenly quite vanished.

A shade of pink a little deeper than "Rose de Bois" will be counted very smart, since it is an excellent background for furs. Pastel shades of green are the craze of select houses, for evening wear.



These little mannikins are more or less the rage among people who care for that sort of thing. They are shown above in the hands of Miss Victoria Wilson, Doctor, who displayed them at a gift and art show in New York.

NEW SCARVES.

Every now and then it is announced to a waiting world that scarves are dead. And, indeed, it would seem that they had about out-worn their welcome. But no, women for centuries have realised the infinite possibilities of a wisp of tulle or a length of crepe, twisted or tied, or draped about the neck. So they stay on just the right "echarpe."

as an essential accessory in the smart woman's wardrobe. The new sports frocks have separate scarves of the same material. Most of the printed chiffon frocks, so very smart, now have separate or attached scarves of self material, that are worn floating over the shoulder untied. Enormous lengths of tulle are wrapped about one in the evening. So for every hour of the day and night there is just the right "echarpe."

BEAUTY SECRETS OF FAMOUS BEAUTIES: S.



BY RONNA O'DEAR
IN "ARTISTS AND MODELS"

In observing women of the stage and society in general, I notice that many youthful faces are betrayed by hands that are wrinkled and obviously old. For that reason, I believe in giving the same care to the hands you do to the face.

After cleansing, I rub in a skin food, being careful to rub it well into the knuckles and about the nails. I always press the ends of my fingers to keep them pointed and tapering, and at night I rub in cold cream and then pull on a pair of loose cotton gloves and wear them all night. By this little extra care on my part, I keep them in excellent condition and am never troubled with chapped or red-looking hands.



The Hungarian aristocracy refuses to surrender to bobbed hair. Notice the hairdress of Mme. de Kenyeres, one of the most beautiful society women of Budapest.

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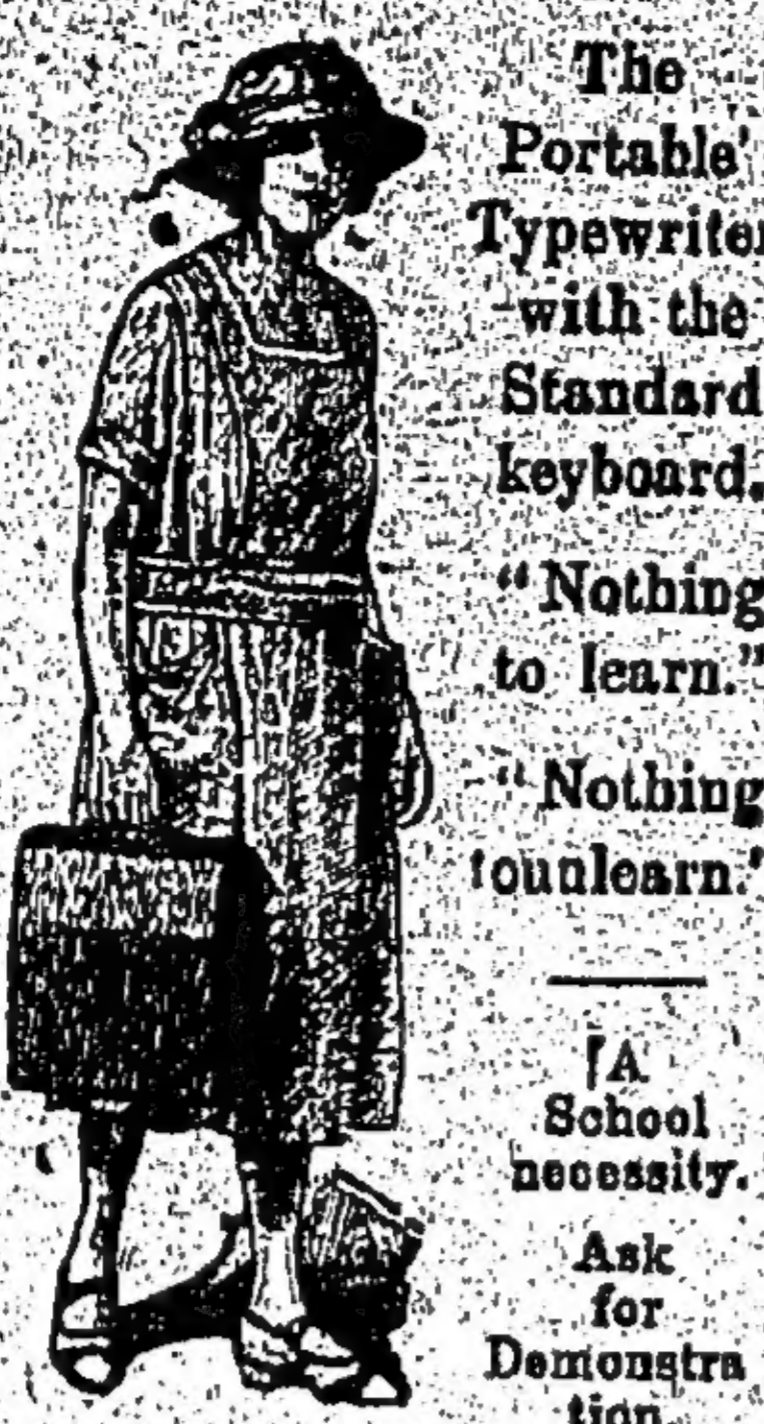
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MARRIAGE.

COOK-WIGHT.—At All Saints Church, Tientsin, on 19th October, 1925, by Rev. Teakle, Archibald, youngest son of Mr. and Mrs. John Cook, Greenock, Scotland, to Frances, only daughter of the late Calvin Wight and Mrs. Wight, American Presbyterian Mission, Tientsin, North China.

The Telegraph.

SATURDAY, OCTOBER 31, 1925.

ADVICE TO INDIA.

"Generosity becomes more generous when generously responded to," is, we think, a political aphorism for which the Earl of Reading is likely to be remembered as Viceroy of India. His reasonable appeal for co-operation and goodwill, made just prior to his departure for England after a period of brilliant administration, should ensure for his successor a relatively peaceful tenure of what is undoubtedly one of the most difficult administrative posts in the British Empire. For the moment we are not so much concerned with the individual success of Lord Reading as Viceroy as we are with the central thought of his speech telegraphed to us yesterday by Reuter, because that central thought needs perhaps a wider dissemination to-day than ever before. The all-important thought is that in the relations between Britain and subject peoples, the display of trust and co-operation will be infinitely more to the eventual good of both than will be prosecution of a policy of hindrance and dissension.

It is all part and parcel of the evolution of political thought in Great Britain during recent years, that such countries as India should be given a greater measure of self-government as they become fitted to assume consequential responsibilities, and there is no more keenly critical public opinion in the world regarding the method, manner and desirability of one country administering another than the public opinion of Britain. It is true that included in the British Empire (now more frequently referred to as the British Commonwealth) are a number of non-British countries and communities under the governance of Britain, but it is fast becoming axiomatic that British rule in such cases is not only just but is also generous to a fault. The pity of it all is that, in the case of India, certain of the more

forward educational elements should resist British rule as though it were something evil, merely because by so doing they think they will hasten the day of their country's autonomy. That is a mistake, because they so misrepresent the incidents of British rule that the people of Britain know these men for the misguided agitators that they are and are inclined to give to such less than they would to those who co-operated in the country's administration. The day has gone by long since when British public opinion would ever tolerate or support a policy of forcible control over a people fitted to control themselves, and it is only because the British people truly believe that it would be harmful and retrogressive to abandon India to the antagonistic political and religious factions which now make up her population that they continue to support the policy of control. The way for Indians to remove that control is not by fighting or deciding it but to co-operate with and in it and so demonstrate their fitness and ability to administer on fair and just lines. We agree with Lord Reading that a wave of generous feeling is, but waiting to go out to India so soon as India is fitted to profit by it. The same might be said of Egypt and of other territories over which Britain is exercising her rule. The retiring Viceroy has but given to Britain's subject peoples an instructive interpretation of the feeling in the heart of every Britisher at home.

Smells.

Passing along the Praya East two days ago, we noticed that a gang of workmen were engaged in cleaning out the evil-smelling black sludge from the big open drain bordering the road regarding which very justifiable complaints have been made of late. During the Budget debate in the Council last week, a promise was given that something would be done to abate the terrible drainage smell which has hung like a pall over Wanchai throughout the whole of the past summer and we presume that the clearing out of the open drain is in honour of that promise. But why leave the sludge banked up alongside the drain, there to dry and give off a smell even more horribly pungent than when it was under the water of the drainage channel? Big ridges of black sewer sludge are now exposed and drying, and this last condition is worse than the first. The waterfront of Wanchai Bay—all the way from Arsenal Street to the Sugar Refinery—is in a dirty, foul and smelly condition, with open drains and sewers bordering the main thoroughfare. After taking into account all the extra work imposed by the reclamation scheme and the necessity of raising drainage levels and relaying pipes, and after making due allowance for all these things, we are of opinion that much more could have been done to spare Wanchai the very unsavoury condition of things it has had to suffer this year. It might be quite true that there has been no direct health menace, but there has been endless discomfort and much inconvenience. We hope, with our Unofficials, that the work will be hastened.

Coal and Oil.

One frequently hears predictions of the period when coal will be as rare as that close relative, the diamond, and nearly as precious. A survey of the world's coalfields suggests that there is ample fuel for several hundred years, though it will mean opening up new areas and probably conserving much of the cheaper qualities that now go to waste. In the meantime, oil has come into extended use, with several advantages over coal, and we have had the spectacle of an almost undignified scramble for available supplies, and very bitter recriminations as a consequence. It is not oversteating the case to say that a great deal of power will be exerted politically by the nation, or alliance, holding the main sources of world supply during the next generation or two. Yet it seems that oil is likely to be used up much sooner than coal—a news cable published yesterday put the period of exhaustion of supplies at 80 to 100 years from date. During the closing term of that period this world might see some of the

DAY BY DAY.

IF THE HOME DUTIES ARE WELL PERFORMED, WHAT NEED IS THERE TO GO AFAR TO OFFER SACRIFICE?—Confucius.

The opening rate of the dollar on demand today is 2s. 5.1/16d.

"Query."—This matter has now, in our opinion, received sufficient publicity. Hence the non-appearance of your letter.

It is notified that the name of the South China Heung Ah Company Limited has been struck off the Register.

A District Court Martial will assemble at Murray Barracks at 10 a.m. on Tuesday for the trial of W.O. C.L.L. (G.S.M.) Henry Tye, Garrison Staff.

The forthcoming marriage is announced of Sanitary Inspector Charles Strange, to Miss Florence Mabel Harris, of No. 15, Cowley Road, Brixton, London.

Messrs. A. Fong have some good pictures of Thursday's function at the Theatre Royal, showing the presentation of addresses to His Excellency the Governor.

It is notified that Messrs. Thomson & Co. and Mr. L. T. Boddow, A.C.A., are qualified to perform the duties of auditors under the Companies Ordinances.

The recent holder of the monopoly of the San Piu Lottery has (says the *Duio de Macau*) forfeited his deposit of \$58,000 for not carrying on with the conditions of the monopoly and the application of the monopolists for refund of this deposit was not accepted by the authorities.

His Lordship Bishop Jose da Costa Nunes of Macao went on Thursday morning to Ka Ho to the Leprosy Settlement there to confer upon the sufferers the Sacrament of Confirmation. He was accompanied by a number of priests of his diocese and a number of Sisters of the Italian Mission.

The Boy Scouts, Girl Guides and Brownies will attend the eleven o'clock service at St. John's Cathedral to-morrow when the address will be given by the Scout Commissioner. Seat holders are kindly requested to note that some of the front seats will be reserved for Scouts, Guides and Brownies.

It is notified that a competitive examination for the Indian Civil Service, open to all qualified persons, will be held in London in July and August, 1926, and that copies of the regulations, syllabus of examination, and forms of application to be filled up by the candidates may be seen on application at the Colonial Secretary's office.

In aid of the Police Branch of the Ministering—Children's League, a fancy dress dance is to be held at Police Headquarters, Central Police Station, next Wednesday evening. Prizes will be awarded for the most original and the best dressed ladies and gentlemen. The Lyric Orchestra have kindly given their services.

The Central British School and the Diocesan Boys' School met at cricket on the K.C.C. ground on Thursday, the result being a draw. The first-named scored 81 for eight wickets (the chief scorers being A. Hazeland, 20; R. Wiltchell, 18; and F. Angus, 14), whilst the Diocesan School replied with 74 for seven (S. V. Gittins, 24; Rev. W. T. Featherstone, and D. J. Anderson, 14 not out). For the Central School, Bliss took four wickets for 20 and Hazeland two for 5; whilst for the Diocesan School, Zimmern took three for 7 and Goddard two for 23.

worst phases of the scramble for oil, unless our scientists and engineers have come to the rescue by then with a new source of power. Alcohol will probably be the substitute in these years to come for both oil and coal, and as this can be produced from almost inexhaustible vegetable sources the earth in A.D. 2025 or beyond should not be at a loss. No doubt man's ingenuity will overcome any problems that might arise, and probably the world will be all the cleaner, literally, for the passing of the smoke

MIXED
GRILL
ASHLEY STERNE
TWISTED TALEZ

I gladly comply with the request of a reader who, in view of the opening of the partridge season writes asking me whether I can recommend a few ways of preparing this delectable fowl for the table. Fortunately I can. I have made a special study of cooking partridges, and what I don't know about the job could all be written on the back of a parchment. So here goes.

Roast Partridge. Remove the feathers (unless you prefer to keep them on), and then with a button-hook pull out the works (unless you prefer to keep them in). Put the liver under one wing and the sweetbread under the other, and secure with safety-pins. Roast before a slow fire until the bird turns mulatto. Then serve on a hot dish or a French novel.

Cold Roast Partridge. Proceed as above, but immediately after roasting either fan or blow the bird till its temperature is normal. If necessary, administer a febrifuge. Send it to table with a little frill of pink paper round each ankle and a sprig of parsley on its solar plexus.

Boiled Roast Partridge. Carry on as before, but when roasted above the bird into a partridge-kettle and boil it till it goes down for the third time. The advantage of this method of cooking is that the bird is rendered absolutely flavourless, and hence may be enjoyably ingurgitated by people who dislike partridge in the ordinary way.

Roast Boiled Partridge is prepared in a similar manner, but *vice versa*.

A Lincolnshire farmer, who has just become a centenarian, attributes his longevity, I read, to the moderate use of alcohol. Fussyfoots, however, are probably contending that if he hadn't used it at all he would be even older than he is.

POEMS FOR THE PETS.

(A series of moral verses for juvenile readers.)

A cruel lad was Edwin Wise
He used to pull the wings off flies.
Nothing gave him greater joy
Than poor dumb insects to annoy.

And what gave him the loudest laugh
Was when he'd cut a wasp in half.
O, how he roared to see each bit
Attempt their severed ends to fit!

Now hear what chanced, A dragon-fly
One day stung Edwin in the eye.
"There's but one thing can save his life,"
The doctors said; they took a knife.

And forthwith, as he lay in bed,
They amputated Edwin's head!

A codfish caught in Plymouth Harbour was found to have swallowed a small purse containing two shillings and a shilling. Odds, as well as clouds, would appear to be adopting the silver lining slogan.

Now that our hedgerows are once again dusky with blackberries, here is our opportunity to try our hands at hybridizing a new fruit. You have, of course, read about the latest one, the veitchberry, which is a cross between the blackberry and the raspberry. But this, I opine, is not the best result which might have been achieved. There is not sufficient contrast in flavour. What is needed is a sort of blackberry that shall combine in one fruit the flavours of the blackberry and Devonshire cream—a truly ambrosial mixture. Why not, then, try grafting a

blackberry on to a cow, or, better still, grafting a cow on to a blackberry bush? Of course, I know what Professor Barmion Crum-



pert would say: you can't graft an animal on to a vegetable. And similarly Professor Linnaeus Leberwurst, of Schinkelbrod, would argue that you can't graft a vegetable on to an animal. I, however, maintain that you can. In fact, I've always nursed a strong suspicion, after a close study of Professor Barmion Crumppatt's physiognomy and characteristics, that he himself owes his origin to some experimental hybridising a goat and a mangelwurzel.

SALUTE TO OYSTERS.

Oysters, awake! and from your little beds
Tear your reluctant shells and haste ashore!
There your admirers stand and bare their heads
In greeting to the bivalves they adore.

No doughty Paladin from overseas
Ever received a welcome such as this!
Look on your frenzied throng of devotees,
And note their rapture in this hour of bliss!

Each in his hand holds pepper from Cayenne,
Brown bread-and-butter, and the vinegar phial;
Eagerly waiting to embrace again
Those they have loved long since and lost awhile.

Yet in your breasts perchance vague wonder starts
Doubtless you think our custom somewhat rum is,
That we refrain to take you to our hearts,
Take you, instead, to our expectant tummies!

A South London dairy is advertising "Invalid Eggs" in its window. But with proper care and nursing it is hoped that they will regain their normal strength and vigour in time for the next General Election.

Now for the splendid illustrated instalment I promised you last week of—

MOULDY MARTHA—THE MACCLESFIELD MURDERESS; OR, SHOULD THE GREENGROCE TELL?

CHAPTER VI.

Arrived at the lifeboat shed, Connie awaited anxiously the arrival of Heinrich Schmidt, the Scotch waiter. Fortunately the night was bright and fine. The full moon shone in a cloudless sky; paling the more insignificant light shed by the twinkling stars; Eagerly she scanned the passers-by. First came a policeman swinging his truncheon,

then an Australian strolch along, carrying a bomberang in each hand; and on his heels a man leading a vagrant horse to the pound!

But the waiter did not appear. Connie felt desperately lonely, and a tear dropped from her eye.

Ah! at last a cab drew up at the kerb near her, and a man in a swallow-tail and a kilt emerged and beckoned to her.

Connie could not see his face distinctly, but suspecting nothing she advanced and entered the cab. A wet sponge was immediately lapped to her face. Spots came before her eyes.

and before she could rally her strength to resist, Connie had passed into a state of coma. (Take a strong nerve tonic in preparation for the next thrilling chapter.)

The public is reminded that the Italian Opera Company opens its season at the Theatre Royal on Monday, when "Cavalleria Rusticana" and "Pagliacci" will be produced.

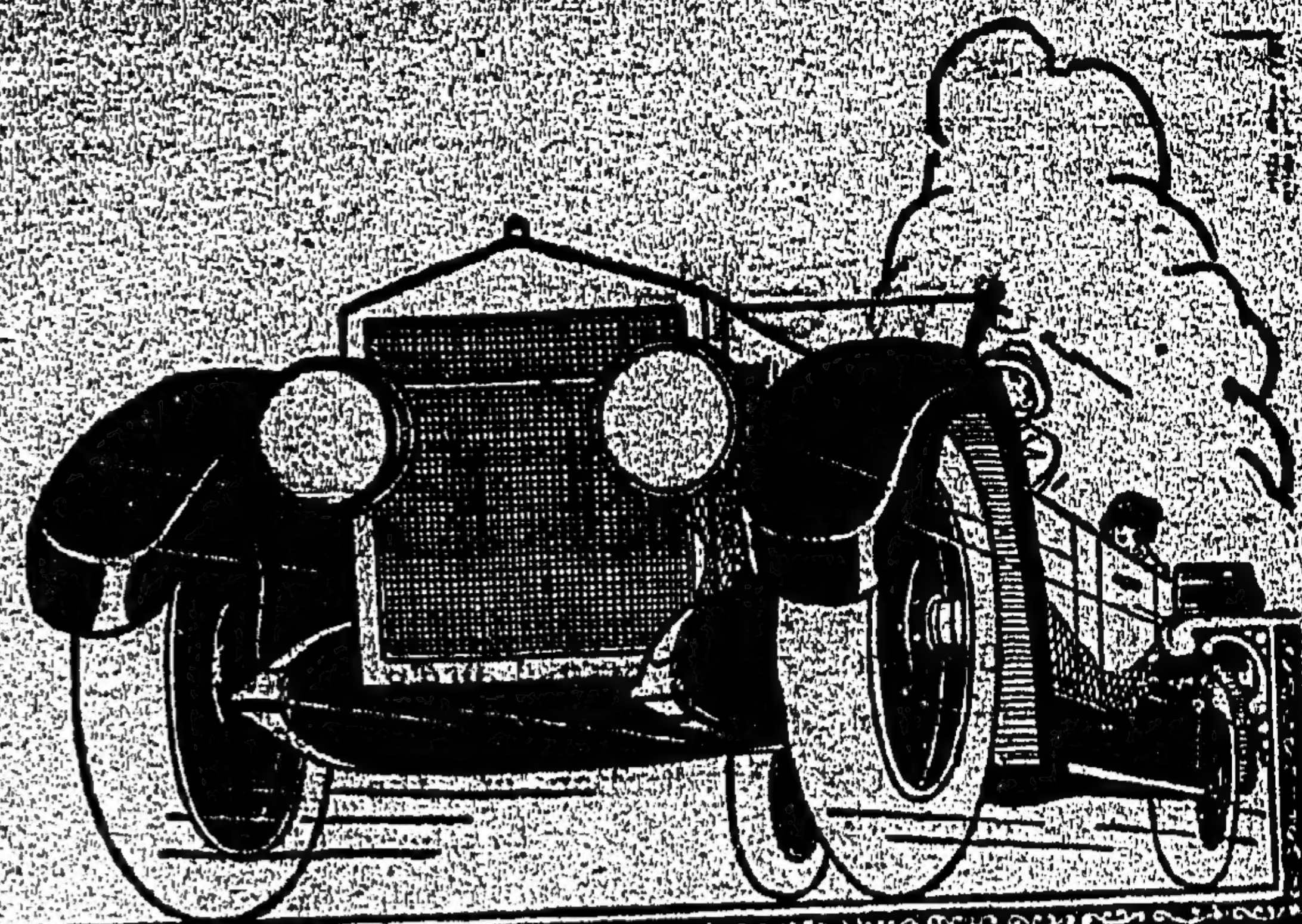
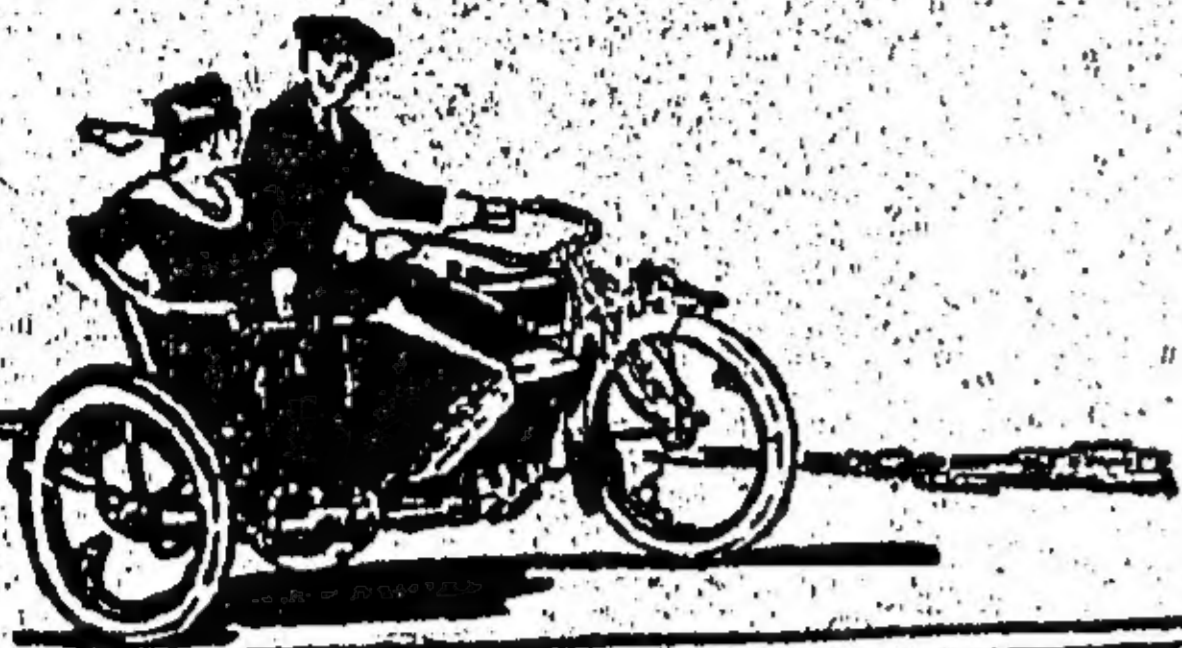
The Club de Recreo is holding a walking race, confined to members, on Sunday, 15th November. The course will be from the Club to Lalchikok and back, a distance of about eight miles.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 31st. October, 1925.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

The Petrol Tax.

We frequently receive reports showing that the petrol, or as it is termed in the United States, gas tax, meets with universal approval wherever it has been introduced. The more one thinks about this form of automobile taxation, the more convincing it becomes that here is an absolutely impartial and equitable method of distributing road construction and maintenance costs amongst the owners of various types of vehicles. The latest report emanates from the state of Ohio, U.S.A. where it has been found that a 2-cent gasoline tax proves an excellent money-raising project. The first three months of its existence shows a total of \$3,555,873 collected in this manner. Of this amount, \$2,288,000 will be distributed to the cities and counties of the state to be placed against road maintenance. A similar report comes from the state of Michigan where a tax of a like amount is similarly applied to roads. In this instance it is expected that the first year's working will yield no less than \$6,500,000. Turning to Canada, we find that the gasoline tax instituted by the provincial Government will this year give the Province of Quebec a revenue of approximately \$750,000. Last year about \$520,000 was collected. If the rumour is correct that the Hongkong Government is contemplating the introduction of a new form of automobile taxation, we are convinced that it would be decidedly wise to thoroughly investigate the suggestion that the gasoline tax be introduced here. We have yet to hear any valid objection against it.

Trials This Winter?

It may merely have been coincidence, but on two occasions this week the hope was expressed to us that motor trials will be organized this coming Winter. Strangely enough each of the motorists who voiced the wish, was an owner of one of the now popular small cars. While we are most certainly in favour of competitions which stimulate the local automobile industry, and at the same time provide interesting and instructive events, there has to be something more definite than but a couple of enthusiasts "expressing a hope." One of them was a member of the Hongkong Automobile Association, and we hope that ere this the other has joined up. We mention that both of these gentlemen owned small cars, because there are many such cars in the Colony now, and it is our belief that a goodly percentage of the owners would gladly enter into the sport to be derived from either reliability trials or a gymkhana. Such functions have proved immensely popular in other parts of the East and we are sure that equal success would be registered here if only motorists would get together and enter into the organizing and preliminary details. We feel sure that the Association would do its part, providing there is real assurance that a good entry list be forthcoming. In the meantime, it is up to motorists to get the ball rolling and put Hongkong on the map as far as the sportive and entertaining side of motoring is concerned. We shall be pleased to publish any letters on the question.

Effective Silencers.

While we agree that motor cycles are quite desirable either as pleasure, commercial or public

service vehicles, we do consider that one or two local owners are due for a word of advice concerning silencers. It is rather difficult to fathom the mind of the motor cyclist who takes a weird delight in racing his engine when starting up, (a practice which is not at all necessary) especially when his machine is not equipped with an effective muffling device. This particular nuisance is strictly forbidden in most countries, and the sooner it is banned here, the better. Motor cycles are used by our Traffic Department, and needless to say, the officers who ride these machines do not find it necessary to dispense with silencers. They are therefore thoroughly qualified to judge which machines on our streets need adjusting in this respect.

Motor Ferry Service.

The increased service for the transportation of motor cars across the harbour on Sundays and holidays, came as most welcome news last week-end. Many motorists who, in the past, have refrained from taking their cars across the harbour on account of the long waits, have been offered the change of scenery offered on the opposite side of the harbour to which they have invariably done their motoring. The new half-hour service from 7.30 a.m. to 7.30 p.m. is a great improvement, and those responsible for it are deserving of the warmest thanks.

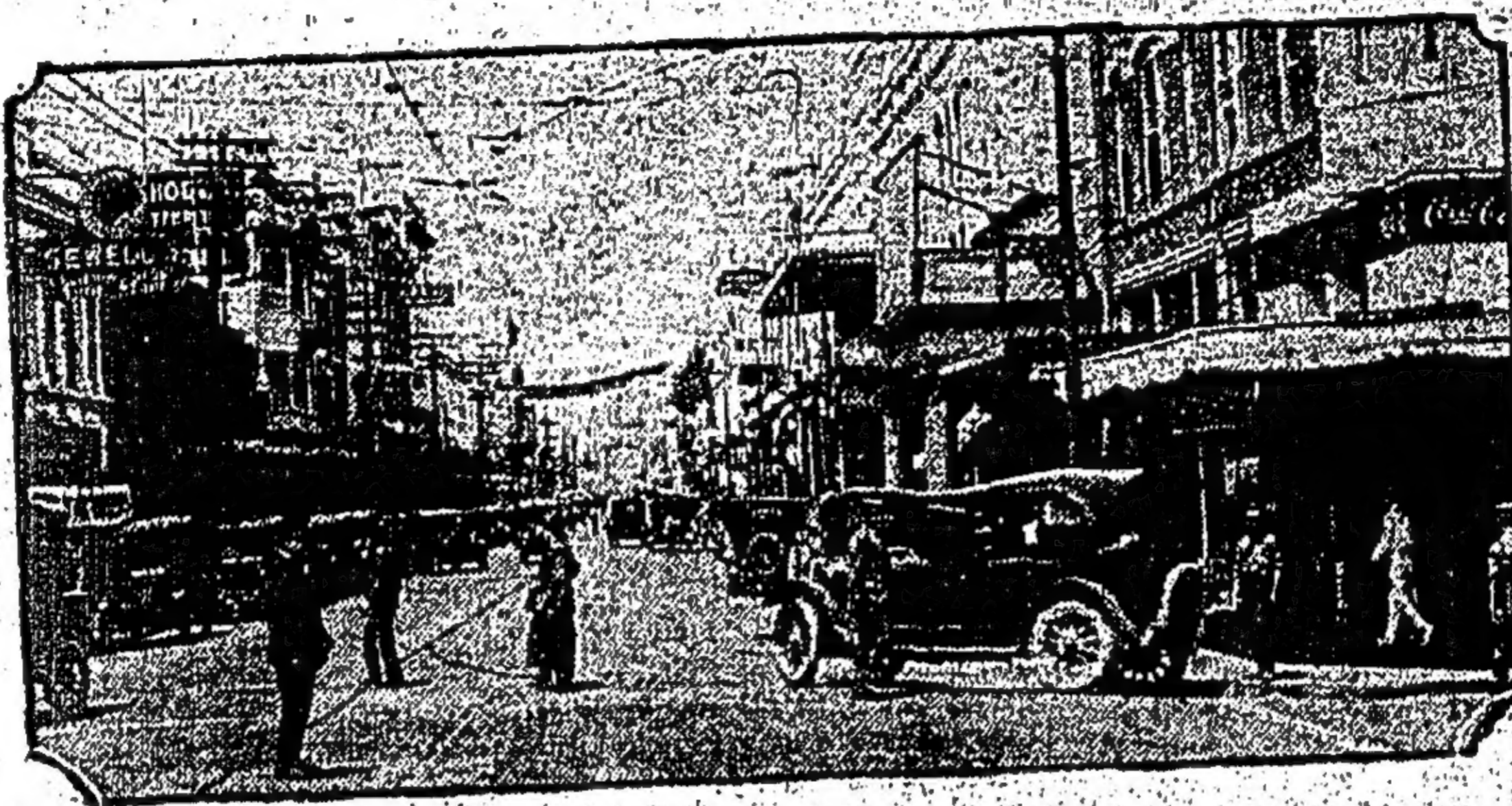
Motor Cycles.

In view of the discussion some time ago on the question of pillion riding, it is worthy of note that a well-known personage at home should express the opinion that the practice is quite a desirable and safe one, providing the rider exercises reasonable care in the interest of the public generally, his passenger, and himself. Motor cycling is without any shadow of doubt, both a healthy and enjoyable means of transport, and the modern machine is specially constructed to carry a passenger, either by means of the side-car, by the attachment of a suitable seat to the back carrier. The additional weight over the back wheel does, of course, affect the balance and sway of the machine, and no rider should attempt to take a passenger out in traffic, without having first indulged in practice in a quiet neighbourhood. A lot depends on the "balance sense" of the passenger, there being many people who are quite unable to "sense" the balance of the machine on which they are riding pillion. The rider who ignores the danger thus imposed upon him, is foolish in his extreme, because unless his passenger anticipates the movement of the cycle, there is a risk that he may cause a wobble which will probably end in a crash. Those who have had much experience of passenger carrying in this way will agree that safety depends largely on the adaptability of the passenger. Novices therefore, will be well advised to refrain from obtaining their experience in districts where much traffic is to be encountered.

A Suggestion Adopted.

We are glad to notice that the system of parking taxis has been changed in accordance with the suggestion which appeared in these notes recently. It is a much better one for both passengers and drivers alike.

MIX - THE MOTORISTS' MODERN MECCA.



(The above photo is of Miami's main street.)

Probably no other city in the world has experienced such a boom in land as Miami, Florida, U. S. A. famous for its beautiful beaches, and climate. Estate agents have made huge fortunes "boosting" building sites for miles around and it is said that there are but few residents who do not own a motor car.

The weather, comparable with that of sunny California, the roads are well kept and of the most modern type and the joy of living in this state is at its height. The world knows of its wondrous beaches and its fishing facilities. Tourists going there aren't disillusioned.

The Dixie Highway, meandering from north to south in two lines, is the route that takes all travellers to Florida. Its most northerly point is Sault Ste. Marie in north Michigan and it is even now being extended across the Florida keys to the most southerly point in the country at Key West.

Entering Florida at Jacksonville, a few miles over the Georgia line, the road to St. Augustine is of brick, shell or rock.

The old Spanish city of St. Augustine is one of the most picturesque and interesting in the state.

Fort Marion is the best preserved relic in the city. It is a fine specimen of the military engineering as practiced in the early eighteenth century.

From St. Augustine the road runs inland through green, rolling country. However, a sharp turn towards the east brings the traveller to the seacoast town of Ormond.

Anastasia Island may be reached by bridge from Ormond. Here are the old coquina quarries from which material was obtained to build the sea wall and the ancient Spanish buildings for St. Augustine.

COAST-LINE ROAD

The road follows the sea coast for a long stretch. Caution should be used in driving on this road as some of it is narrow and has deep sand along the edge.

EXHAUSTS ON TOP.

The suggestion that exhausts be brought to the top of cars, is being revived. Dr. John E. Lackey of New York suggested this recently for health purposes.

FINE MEASUREMENT.

Accurate measurements to one-millionth of an inch are made by the Pockard makers by means of a light wave reflector. Highly polished glass discs reveal the light waves between two surfaces.

From Oak Hill to Melbourne the road again runs through the inland. Cockledge is situated in the famous orange region on the banks of the Indian river.

Along the high, coral-diked river bank is a seven-mile walk through the orange groves. The river affords good fishing, and excursions may be made to the Banana River and Merritt's Island.

Melbourne is located on a high bluff overlooking the famous Indian River and affording broad views of the Atlantic from various points.

A run south along the seacoast brings the tourist to Fort Pierce, named from a fort that was located there during the first Seminole War.

West of the city are the famed Indian River orange and grapefruit groves. An interesting side trip from Fort Pierce is to the Okeechobee lake.



It is 61 miles of ocean-front travelling from Fort Pierce to Palm Beach, one of America's best known and most fashionable resorts.

The beauties, which attract tourists to Palm Beach are well known. The many side trips and visitor accommodations make this city an ideal resort.

From Palm Beach, the road follows the coast line south to Miami, another choice spot for vacationists.

Miami is distinguished for its equability of climate, ocean, and pool bathing, fishing, hunting and other popular diversions.

TAMPA.

The U. S. naval air station, the U. S. marine corps flying schools and the U. S. aerial gunnery are located near the city.

A road leads from Miami to Key West. The attractive beauty of this point which juts out into the ocean brings many visitors there annually.

There is a route across Florida, through the Everglades, starting at Miami, but it is not in a finished state.

One of the best routes across Florida has its starting point at Melbourne. The motorist uses the same road in returning from Key West as the one which he travelled from Melbourne.

Running northwest, the road joins Melbourne and Kissimmee and from there it winds south-west through Lakeland to Tampa, situated at the head of Old Tampa Bay.

Great quantities of Havana cigars are manufactured here, as the city's leading industry.

From Tampa the road leads to Tarpon Springs, from which it follows the seacoast to Arispeka.

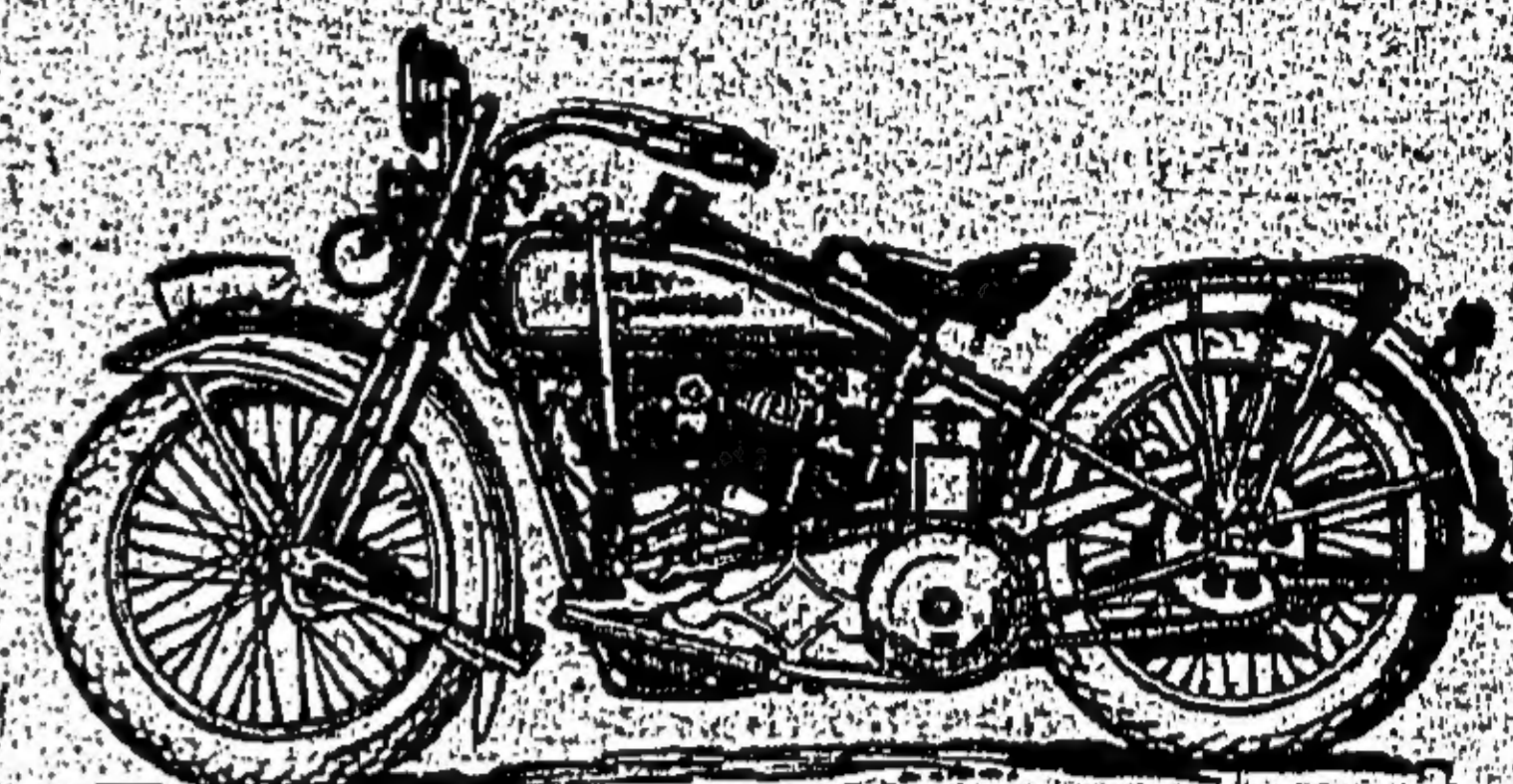
Going to the inland, the road runs north through Bushnell, Holder, Ocala, Gainesville and Lake City. A short run from Lake City brings one into the state of Georgia with all its glorious scenic attractions.

ANOTHER SPEEDWAY.

St. Petersburg, Fla., is planning the construction of a motor speedway. It will be ready for use during the 1925-1926 season, say its projectors.

TOO MANY PUMPS.

Gasoline makers in France have been installing free pumping equipment for anyone who merely sold he'd sell their gas, until they have found themselves nearly bankrupt by the cost. Now they're going a little more slowly.



The 1926 Harley-Davidson Stream-line Twin, Featuring 16 Important Improvements.

Arrived per S.S. "Empress of Asia"

Will you be the lucky one to have the first 1926 out on the road?—Come and let us demonstrate this wonderful machine with all the latest improvements.

Kindly book your order now at the Gascon Motor Co., No. 2, Kwong Wah Road, Kowloon (opposite The Steam Laundry) as only a limited number have arrived.

ALWAYS IN STOCK

Latest Harley-Davidson Motorcycles, Combinations and Spare Parts.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.



Most people learn best by their own experience rather than by the experience of others or by the dependable representations of sellers whose reputations justify the acceptance of their statements.

The Vacuum Oil Company is the largest and oldest strictly lubricating oil manufacturer in the World. Our huge business has been built upon reputation. Gargoyle Mobiloil is our High Grade motor car engine lubricant, and when we say this we are prepared to prove to all interested parties that Gargoyle Mobiloil is the very best motorear engine lubricant obtainable at any price.

There is nothing magical about QUALITY. Its relationship to merchandise may be compared to the human brain. QUALITY is the very life of SERVICE. It is the FOUNDATION of RESULTS. Lubricating Oil is not bought merely to own but to use.

Consult our Recommendation Chart and use the grade of Gargoyle Mobiloil specified for your particular make of motor car.

Obtainable from all Garages and Accessory Dealers everywhere.

VACUUM OIL CO.

Lower- and Better

Graham Brothers second price reduction in four months, announced September 9th, is simply a reflection of the public's confidence in Graham Brothers Trucks.

The new 1-ton Truck chassis price, f. o. b. Detroit, is—

G.\$995

Without greatly increased production this latest exceptional cut would have been impossible—except for a sacrifice of the quality that has brought Graham Brothers so quickly to first position among the world's exclusive manufacturers of motor trucks.

The fact is that Graham Brothers Trucks are better than they ever were, and any owner will tell you they have always been remarkably good.

THE DRAGON MOTOR CAR CO.,
LIMITED
33 WONG NEI CHUNG ROAD, HAPPY VALLEY

GRAHAM BROTHERS TRUCKS
SOLD BY DODGE BROTHERS
DEALERS EVERYWHERE
MADE AT DETROIT AND AT ONTARIO, CANADA.

THE PLAIN MAN AND HIS CAR

III—THE POWER UNIT. (Continued).
(By P. W. F. Mills.)

The Carburettor

As already mentioned carburettors are more often than not proprietary articles manufactured by specialists, and a successful type of carburettor may appear on a great many makes of car.

A carburettor is nearly always self contained. That is to say that it is supplied to the makers of the engine ready for bolting to the inlet system of the engine and to receive a petrol supply pipe from the car tank. When these connections have been made all that is required is to provide a means of operating from the driving seat the lever which opens or closes the THROTTLE.

All types of carburettor have in common the following details:—

(1) a "float chamber" in which is situated the mechanism for preserving a constant level of petrol in the "jet chamber"

(2) a "jet chamber" in which are situated the "jets" serving to vaporise the petrol for mixing with the air supply, and

(3) a delivery control valve (termed the "throttle") which regulates the amount of mixture supplied to the engine on the inlet stroke.

In other details, as well in the principle upon which the instrument depends for its capacity to maintain the mixture exact in proportions at all engine speeds, the various types of carburettor differ enormously. The most satisfactory types have a minimum of working parts and the designers rely more upon the shape and proportions of the vaporising surfaces and those which produce the flow of air past the jets than upon such mechanical devices as moving tapered needles and moving bypass valves. Types such as the Zenith and the Claudel-Hobson, to mention two of the most widely used carburettors, depend for the "compensating" effect which is necessary on a subsidiary passage and jet in the one case and a throttle barrel with the aperture cut in trigonometrical pattern in the other case. In using the carburettors all that is necessary is to keep all passages and jets free of dirt, grit and water.

It is most unlikely that the mechanism for preserving a constant level of petrol in the jet chamber will be of other than what is known as the needle and float type. Constructionally the float chamber and the jet chamber are often one, as a passage from the base of one chamber to that of the other is necessary. When this form of construction is adopted an important advantage is gained, in as much as it is then possible, after disconnecting the petrol supply pipe and detaching the float chamber and jet chamber unit from the body of the carburettor, to clean all parts of the instrument likely to require attention at one time.

The method employed in the needle and float system is identical in principle with the ball and cock system used in tanks and cisterns. The difference in construction is in the employment of a cylindrical sheet copper float surrounding a needle tapered at its end, which is pressed on to a seating, or allowed to fall away from it by the float as the latter rises or falls with the alteration in petrol level. Petrol is supplied to the needle valve in the top of the float

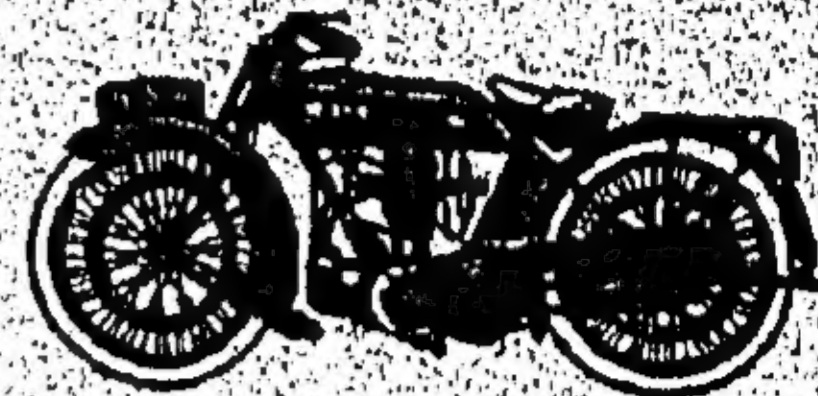
chamber by a pipe from the car tank direct (in the case of a car with "gravity feed," i.e. with its petrol tank above the level of the carburettor) or from the vacuum tank. If the main tank is at the extreme rear of the car or anywhere else below carburettor level, when the correct level is obtained the rising float presses the needle upwards on to its seating and the supply is cut off until the level again falls and the float drops. The above description applies only to a float chamber in which the petrol enters at the top. A number of types of carburettor continue to employ "bottom feed," i.e. the system in which the petrol enters below the chamber. In this case it is necessary for the upward movement of the float as the level rises to press the needle downwards on to its seating, and this is easily arranged by using pivoted levers and counterweights. As the float and jet chambers communicate through a passage, the level in one is the level in the other unless the instrument is tilted.

The makers of a carburettor are particular when they supply it for a given engine to make "settings" which will give the best results on that engine. This being so it is unwise to interfere with the adjustments made by makers unless it appears absolutely necessary to do so and the principle upon which the particular instrument operates is fully understood. Makers almost invariably embody in their instrument one adjustment which alters temporarily the automatic functioning and they frequently include other means of adjustment by which the automatic functioning may permanently be modified. The adjustment first referred to is the device provided for altering temporarily the level of petrol in the jet chamber, which adjustment is commonly known as "flooding the carburettor." Good examples of the latter means of adjustment are the many varieties of "slow-running" devices and the "air stranglers" often incorporated in the air intake pipe.

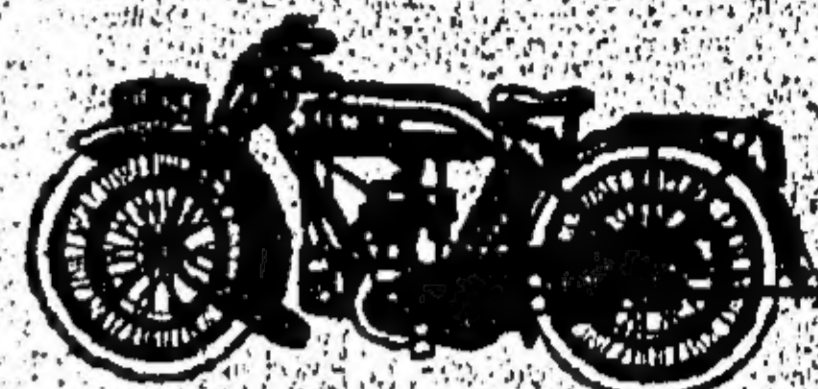
Carburettors are occasionally water jacketed in the same way as the cylinder heads, but in ordinary climates and with the more volatile grades of motor spirit this should be quite unnecessary, especially as the heat obtained from circulating hot water from the water jackets round the exterior of the carburettor is not available in starting, when it is of most assistance. Another practice more commonly employed is the extension of the air intake pipe into a kind of cowl which lies close to the exhaust pipes and ensures hot air being drawn through the carburettor. More common again is the practice of running exhaust pipes through or across inlet pipes for the same purpose. The merits of "pre-heating" as this heating of the mixture before it is drawn into the cylinders is called, are not too well established. One definite drawback to pre-heating is that when this system is employed the "charge" is less in weight than a cold charge even though the volume occupied by it is the same. Under certain circumstances, however, there are conditions in the inlet system generally which call for some method of pre-heating.

(To be Continued.)

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Famous For Reliability
and Economy



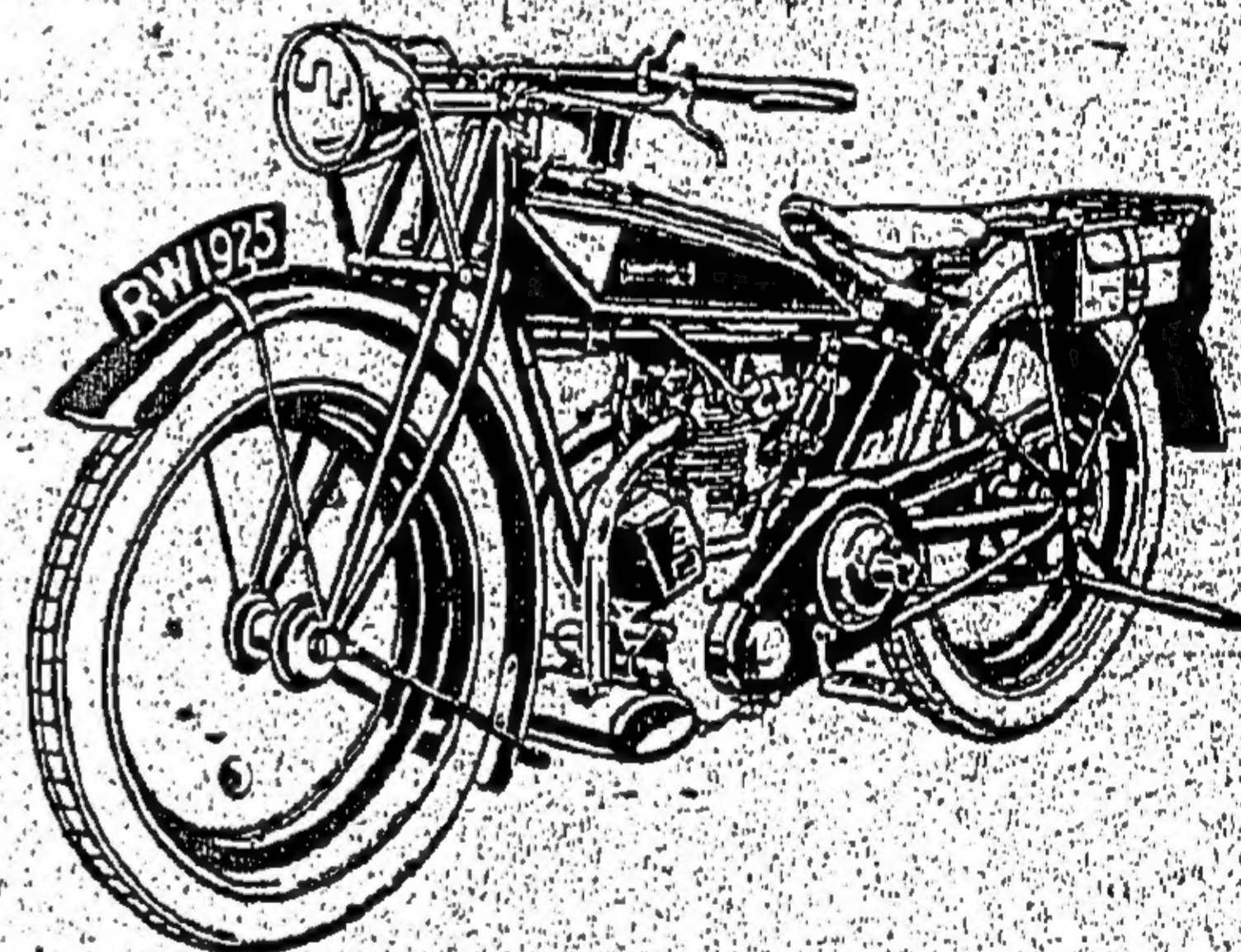
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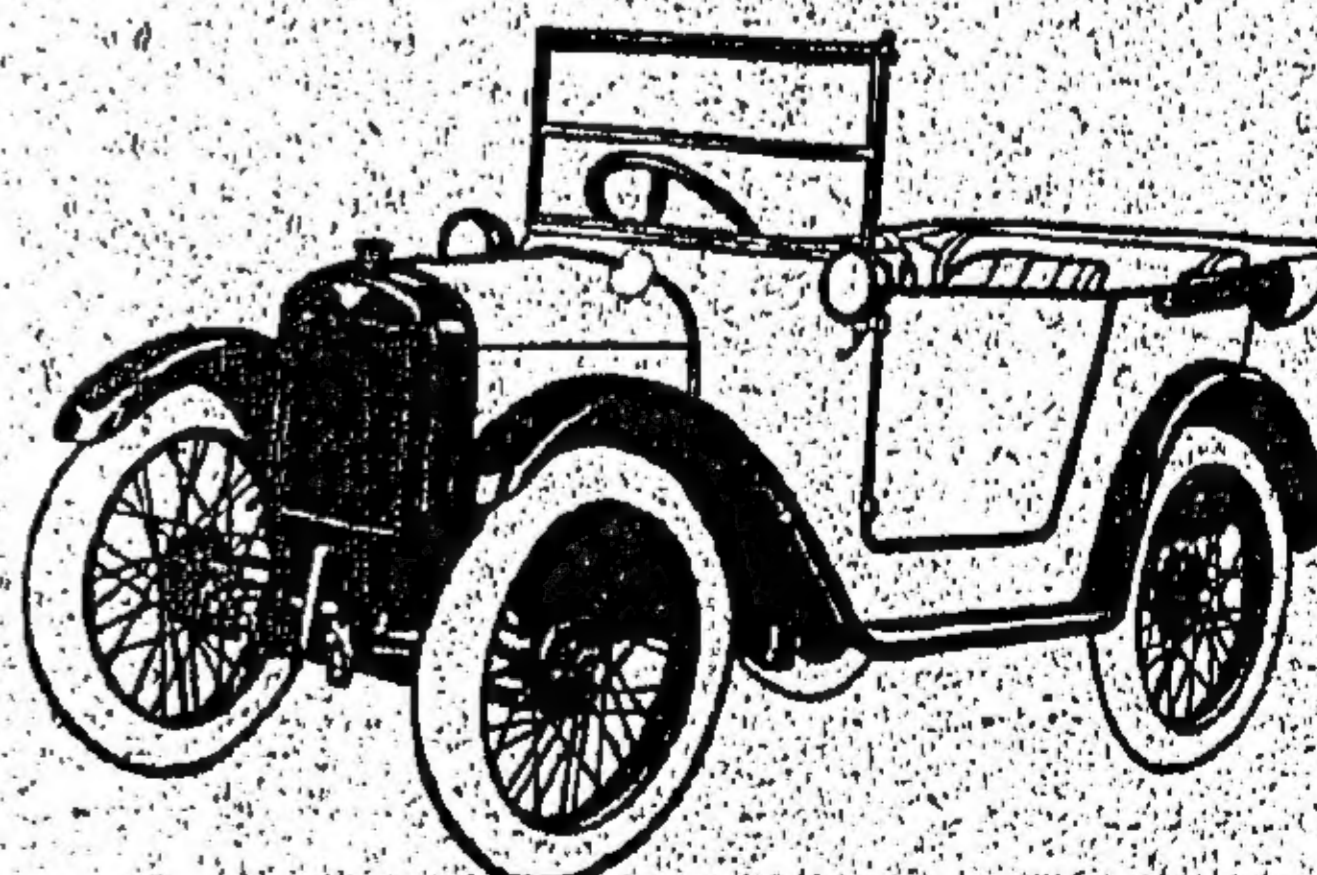
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ALL ELECTRICALLY EQUIPPED
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FIVE

Reasons Why The "AUSTIN SEVEN" is the Best Light Car for Hongkong:—

It is Vibrationless
It is very economical
It is reliable always
Low initial cost—
and service after sale.

The 1926 Model has many improvements, plus speedometer.

STOCKS CARRIED AFTER OCTOBER 1925.

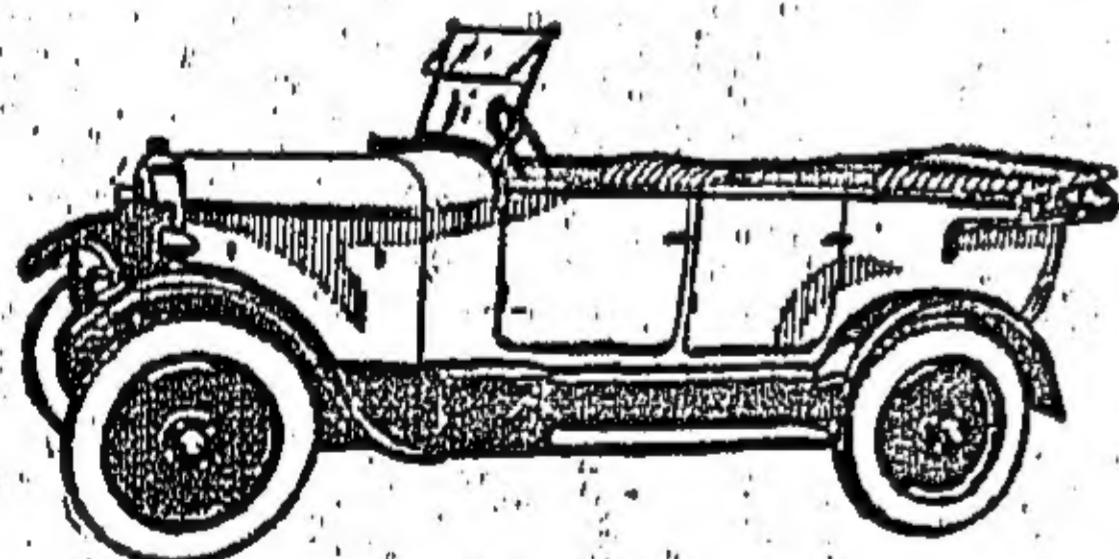
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1926

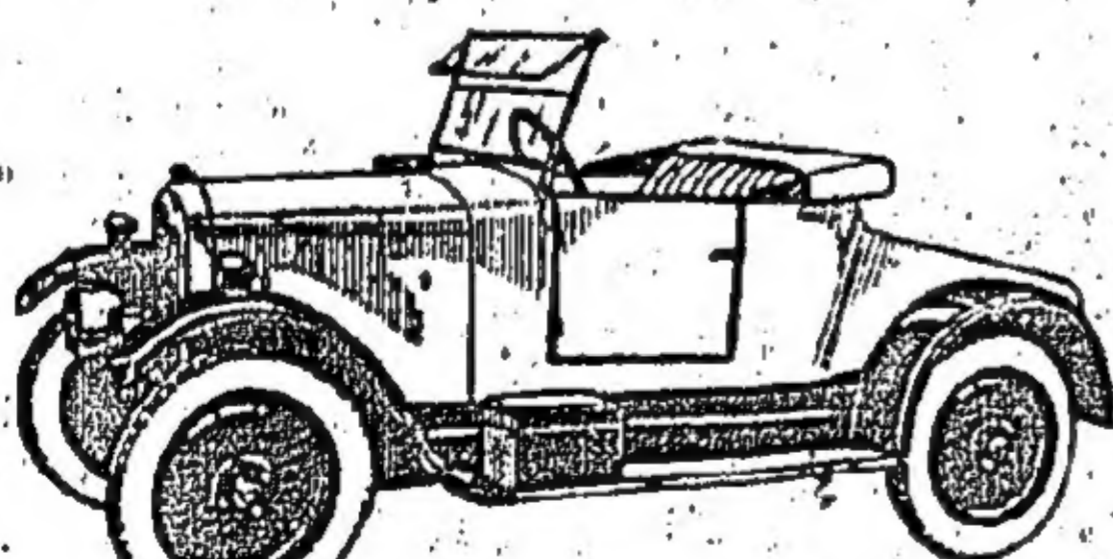
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1926

ANNOUNCEMENT



FOUR SEATER "DE LUXE"
\$2,200



TWO SEATER "DE LUXE"
\$2,200

BRITISH THROUGHOUT

A VERY LIMITED NUMBER of the famous "SINGER" 10/26 h.p. light cars (1926 model) both two and four seaters, will be available for delivery in Hongkong early in December.

Make your purchase now and avoid delay in delivery. We have already booked orders for this initial 1926 consignment.

FOUR WHEEL BRAKES
PNEUMATIC UPHOLSTERY

BALLOON TYRES (Dunlop)
OVERHEAD VALVES

LET YOUR NEW CAR BE A

"SINGER"

FOR DEMONSTRATION AND FULL SPECIFICATION

APPLY TO

GILMAN & CO., LTD.

HONGKONG BANK BUILDING.



Buyer (angry at having come far to inspect a useless car):
"What is that number on the front?"

Seller: "The registration number. What did you think it was?"

Buyer: "The year of its manufacture!"

Melbourne Punch, Australia.

LOOK OUT FOR THE
OTHER FELLOW.
MAYBE HE CAN'T

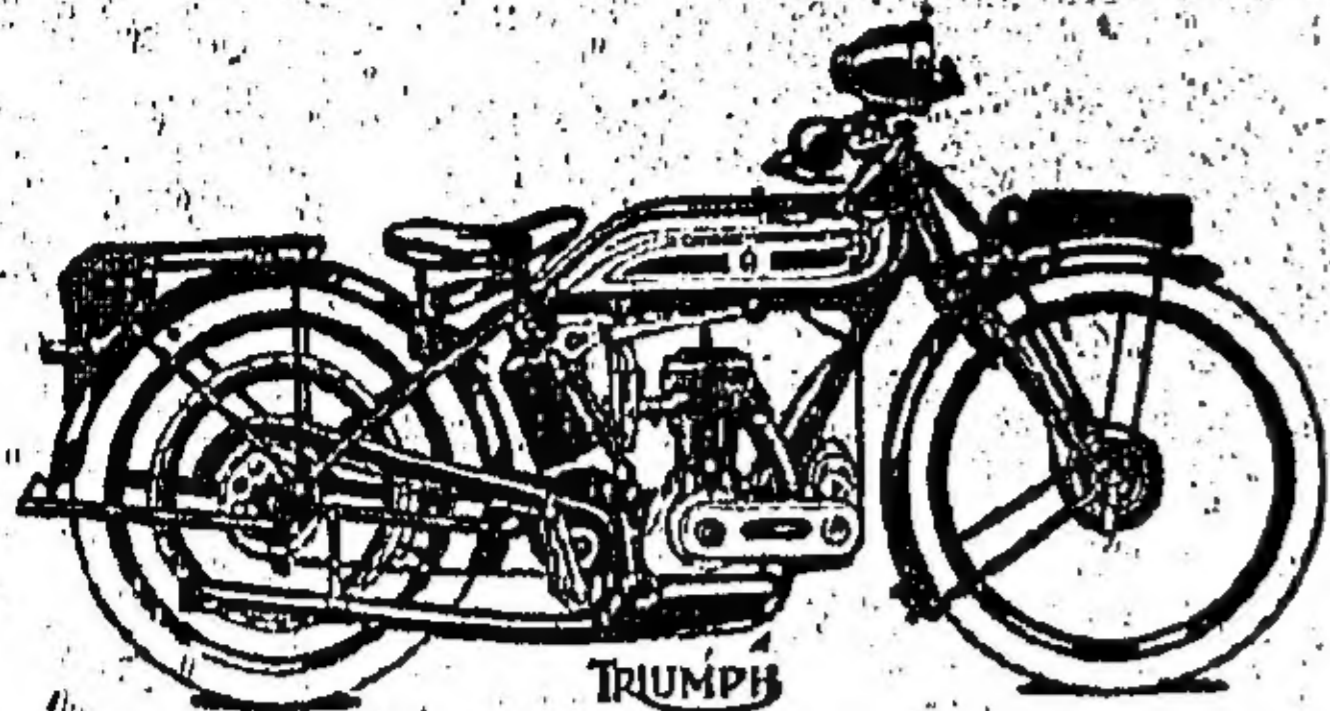
ASBESTOS MARKET.

Asbestos producers owe their fortunes in large part to automobiles. Autos take 50 per cent. of asbestos products annually. Annual consumption of asbestos brake linings is estimated at 70,000,000 feet.

TO GET OUT OF HOLE.

Setting the emergency brake, in an effort to get out of a mud hole, acts as a drag on the wheels. This causes the wheels to pull hard but slowly, so they will not spin or slip.

TRIUMPH



WHY SPEND A LARGE SUM for a Cycle when £59. 5. 0. places at your disposal a real He Cycle.

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SHELL

AVIATION SPIRIT

is being used exclusively in the Aircraft carried by

H.M.S. "HERMES"

The wise motorist will follow this example by using the world's best motor spirit,

SHELL

THE

ASIATIC PETROLEUM CO., (S'C) LTD.

(INCORPORATED IN GREAT BRITAIN.)



"Yessir--I Know Just Who Can Doctor Up Poor Little Flivver."

"----- and I know that when THE DRAGON MOTOR CAR COMPANY cures a car's aches and pains that car stays cured."

"Another reason why I'm going there is because I won't have to hook the family jewels to pay a big repair bill."

Their up-to-date equipment gets the job done quick and saves me money."

The Dragon Motor Car Co., Ltd.

Expert and Constant European Supervision.
Telephone Central 1246 or 1247.

THE BALLOON TYRE AFTER TWELVE MONTHS.

SITUATION TO-DAY.

(BY H. MASSAO BUIST IN THE "OBSERVER.")

In regard to middle size cars (that is machines having engines of between 2 and 3½ litres cylinder capacity) there are not as many offenders fitting balloon tyres without redesigning the steering details suitably for them as there are guilty parties who have put on front wheel brakes in response to the demands of the sale departments without re-designing the axles, the springs, and the steering to accommodate the brakes, with the incidental disadvantages that certain wheel-lucks have been made dangerously inadequate and the steering very heavy. Therefore, as far as the balloon tyre itself is concerned, as applied to middle size cars we are able to judge it practically on its merits without its case being prejudiced by what one might call ancillary factors, the issue being clear. If the given car has poor suspension and very sluggish performance one may pass the balloon tyre on the understanding that one is not enjoying motoring as it should be experienced to-day—because one has the wrong car. In other words, the balloon tyre can hide certain gross faults.

In regard to properly designed cars of the middle size, middle power category, with flexible, efficient engines, not necessarily of high cost, also good suspension and steering, unquestionably the balloon tyre is a handicap. To say the least, it deadens performance. Sometimes it actually spoils the suspension, as by exaggerating the slightest tendency for the car to "bounce" when driven over roads of ill-surface at appreciable speeds.

In a big car with a large engine of high power I have not come across a European example which I consider improved by the use of the balloon tyre. I know two or three big American cars which perform agreeably with balloon tyres, are inexcusable. In the latter the steering proves almost impossible, so great is the physical effort necessary. I have taken curves at moderate speeds uphill with grinding sounds. On getting off the car at the top of the given ascent, I have examined the tyres and found that the noise was due entirely to the car having travelled on the walls of the said tyres. The plain fact is that if a car is large or of middle size, and is designed and built properly, there is no need to use balloon tyres. One notes a very welcome tendency this year, which may have an appreciable sequel at Olympia in October, namely, the fitting of wire wheels of the Rudge-Whitworth, or of the Dunlop types, in conjunction with normal size tyres, to large and middle-size cars to a greater extent than has obtained at any time since the war, which, chiefly on the grounds of cost, has caused sundry manufacturers to refrain from fitting this class of wheel, though, of course, it is by far the strongest and best. The weight of the car is taken from the top; in other words, the wire wheel itself assists suspension materially, yet it does not deaden performance.

Whether at some future date we shall have a compromise in size between the balloon tyre and the normal size tyre, I cannot say; nor could one pronounce on the advantages or disadvantages of the scheme until one had an equally wide experience of it. But now, tyres in general are made so excellently on the corded principle, and are of such good quality as to material, for my part, whether a car is large or of middle size, so it is built on modern lines, with low centre of gravity, proportionately wide track, good suspension and steering details designed as a result of racing experience, I would prefer it to be equipped with normal size tyres.

A DIFFERENCE. Incidentally, the other day a motorist said to me: "By the time I had worn out my first set of tyres with this car [it was a middle size one], with balloon tyres of the all-rubber, non-skid pattern, I thought it was running very much better, due to the engine being run in. When I had to fit a new set of tyres, however, I was somewhat puzzled, for, though it was summer and the weather was warm, the performance seemed to go off, yet the fuel quality and other conditions were the same. Now the second set of tyres is getting worn, however, the car seems to have recovered its performance. Therefore I assume there must be some slight difference, equivalent to altering the gear ratios, in these balloon tyres when the non-skid pattern is new, and when it is practically worn off!" I have not observed this myself, but there would be an observable effect of the character in question if smaller diameter wheels than those used for normal tyres were not used when running balloon tyres.

DODGE BROTHERS TOURING CAR

Where downright sturdiness is a first condition of popularity, Dodge Brothers Touring Car is invariably spoken of in terms of praise.

So universal, in fact, is the car's reputation for doing unusual things, that the unusual no longer excites surprise.

Made at Detroit and at Ontario, Canada.



The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Road Happy Valley.

MOTOR TRIPS ABROAD

The Historic City of Namur

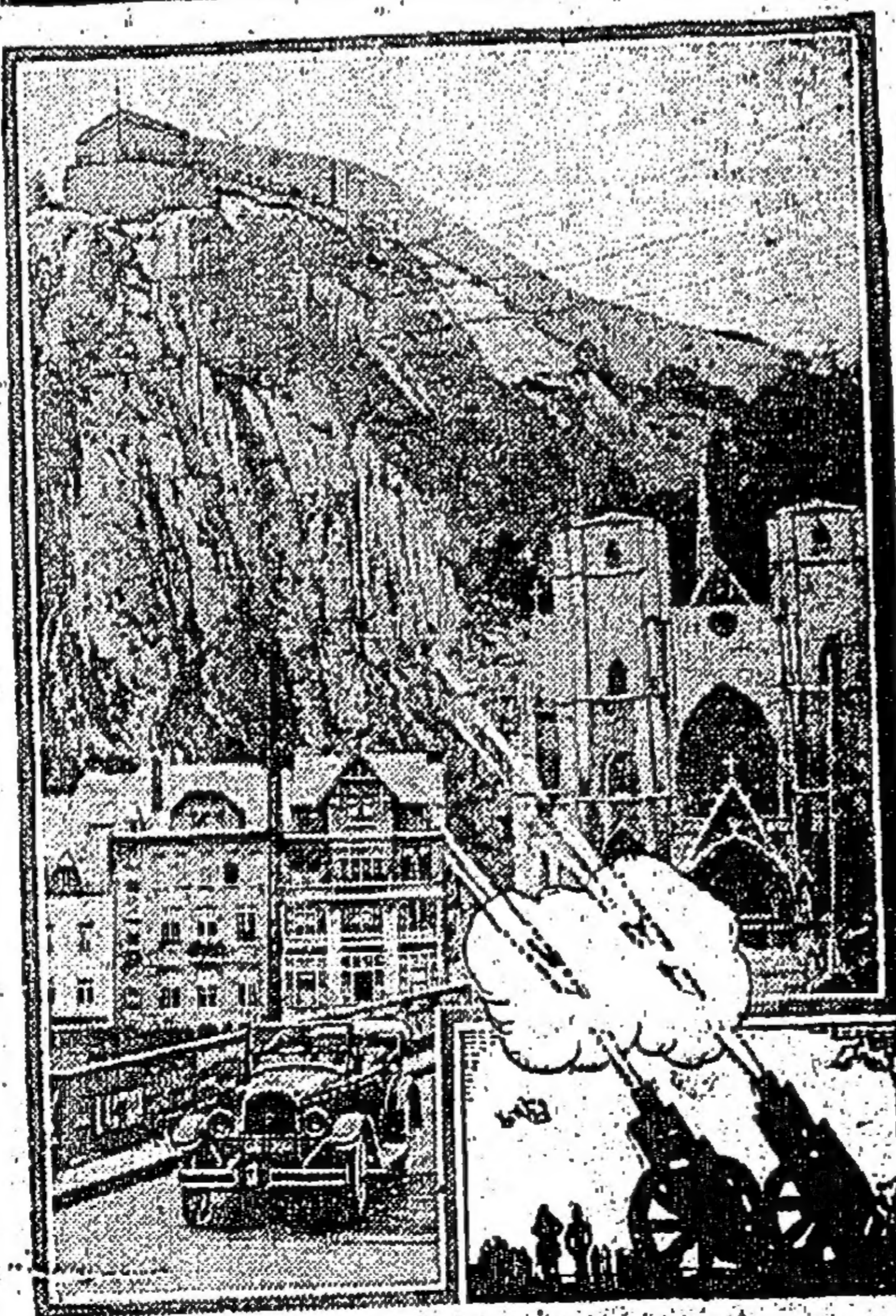
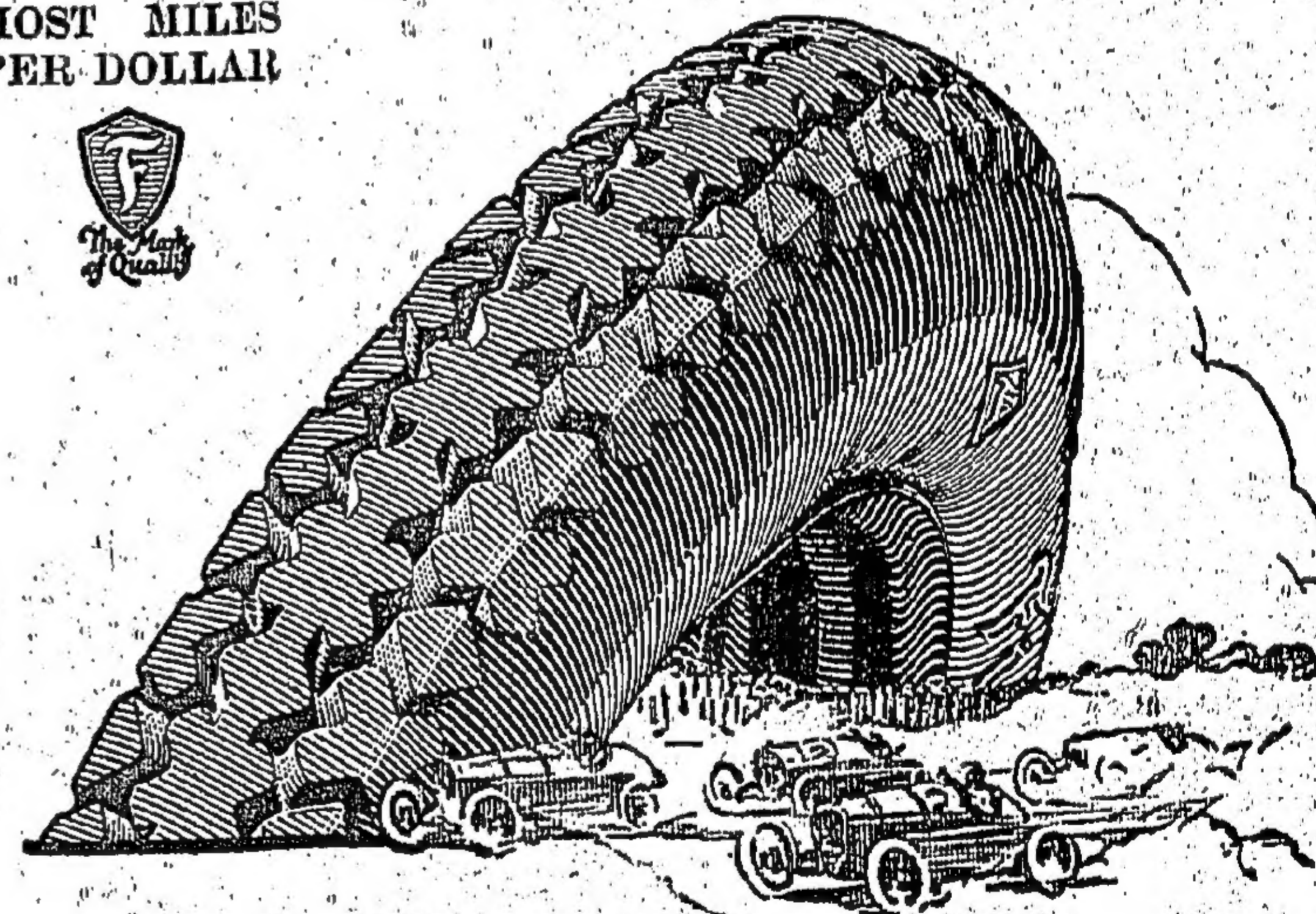


Photo Courtesy Chrysler Maxwell Motor Corporation

Namur still bears the marks of the war. It is one of the most interesting cities in all of Belgium and each year sees more and more American motorists stopping there to view the famous old citadel.

AMERICAN motorists who travel from Brussels in Belgium to Paris invariably go to Namur, the capital of the province of Namur in Belgium. This historic city is most picturesquely situated at the junction of the rivers Sambre and Meuse, the town lying on the left banks of the two rivers, while the rocky promontory forming the fork between them is crowded with the old citadel shown above. The original bridge at Namur was constructed in the 11th century and rebuilt in the reign of Charles V. It will be recalled that the Germans entered Namur August 23, 1914. In the defense scheme of Belgium, Namur, with Liege and the small intermediate fort of Huy, barred the line of the Meuse against attack from the east.

MOST MILES PER DOLLAR



STRENGTH to Resist Friction.

Both Firestone Tyres and Tubes are built with remarkable power to withstand the heat of friction caused by fast driving.

The tyres are protected against the bad effects of heat by the famous Firestone process of Gum-Dipping.

Firestone Tubes give stout resistance to heat because of antimony curing by the Firestone method.

For long wear with comfort and safety equip your car with Firestone Gum Dipped Cords and Steam-Welded Tubes.

THE DRAGON MOTOR CAR CO. LTD.

33 Wong Nei Chung Road, (Happy Valley).....Central 1246 or 1247.

Firestone

WORTH FIGHTING FOR.

PATENT RIGHTS OF BALLOON TYRES.

The patent rights to the manufacture of balloon tyres in the United States are well worth fighting for.

They mean millions of dollars in royalty almost before this invention has gained popular appeal. They promise millions more with the progressing popularity of balloons.

Balloon tyres were little known outside of the automotive profession, in 1923. Only about one per cent of the automobile manufacturers that year provided for them as optional equipment on their products, at an additional cost for their installation. They were sold to quite a small extent outside.

Yet in 10 months of 1924, 10 per cent of all tyres produced were balloons. In those ten months, the number of balloons produced was 4,428,084.

COMFORTABLE INCOME.

Figuring at the low royalty rate of ten cents for each casing, that would bring the inventor the neat sum of \$442,808.40.

Yet that figure is low, compared with the others that have followed.

In January of this year, out of a total production of 3,008,000 casings, there were 563,145 balloons. And in February, when total tyre production went down to 2,940,656 casings, the number of balloons rose further to 764,487.

For February alone, the patentees of this invention would be due for an income of \$76,448.70 if the royalty amounted to 10 cents a casing. At this rate the annual income of royalty alone would come near the million mark.

And the promise of balloon popularity is growing tremendously.

POPULARITY GROWING.

This year, the report is that 61 per cent of the automobile manufacturers include balloons as standard equipment, and 29.5 per cent more make balloons optional.

Figure it out for yourself. Nearly 3,250,000 passenger cars were produced last year and more are expected this year. Although about 60 per cent of these will be Fords, even these include balloon tyres as optional equipment and many Ford buyers take advantage of the offer.

Still, let us estimate conservatively the number of new cars with balloons this year as being 50 per cent of the total manufactured. That's more than

1,500,000 cars, or 6,000,000 balloons, not including a spare for each car.

For these alone, a ten-cent royalty would amount to \$600,000 this year.

Add to this spare tyres (about \$150,000), and replacements equal daily to another \$150,000, and the million is close at hand.

A strong home-made automobile lock may be made to keep the clutch out and the brake pedal in one position. It consists of an iron or steel sleeve to fit around the brake arm, with an arm stretching from the sleeve and holding down the clutch pedal. A padlock keeps the steel sleeve in place. The only way the car could be stolen, with this lock attached, would be by breaking the lock or towing away the car.

HALF DEBTS FOR ROADS.

Nearly half the total indebtedness of the separate states of the Union was for the construction of highways last year. The states most in debt, it appears, are among the most prosperous.

THE OLYMPIA MOTOR CYCLE SHOW.

A BIG DEMONSTRATION OF BRITISH SUPREMACY.

(Special Report to The Hongkong Telegraph.)

The exhibits at this year's Cycle and Motor Cycle Show in London very clearly pointed to the predominance of British products in this industry. Not only are British factories supplying the needs of the home country, but buyers congregated at the Exhibition from all parts of the world. During the past four years export trade in British motor cycles has more than doubled in volume, and the significance of this is much increased by the fact that during the same period the motor cycle export trade of foreign countries has decreased by more than 50 per cent. In other words, the British manufacturer has established a definite pre-eminence in this industry, just as he did in other days in the cycle industry and now bids fair to do in many sections at least of the motor industry.

This year's Exhibition was also particularly satisfactory as showing development and improvements on same lines with a complete absence of anything frivoliish. On the whole, the single-cylinder machine of moderate power predominated, though there remain plenty of examples of twin-cylinder bicycles of high and medium power, and also of very lightweight machines marketed at extremely low prices. In general, equipment is far more complete than it used to be, and this fact must be taken into account in comparing prices with what they were before the war. Such a comparison clearly proves a very high degree of efficiency in this industry.

The value for money represented by some of the new models is really extraordinary. As an example of this fact, take the entirely new model of "Matchless" motor cycle, the home price of which is only thirty-three guineas. This machine has a 2.46 h.p. four-stroke engine with aluminium piston, roller bearing big end, mechanical lubrication and transmission through a clutch and a three-speed gear box and thence by all-chain drive. A kick starter is fitted, the spring forks are provided with shock absorbers, and two large internal expanding brakes act on the rear wheel. The price has been kept down by manufacturing on the continuous flow system and by the large use of steel pressings and stampings.

Last year one of the chief sensations of the Show was the introduction of the 4.94 h.p. "Triumph" at the extraordinarily low figure for the home market of £42-17-6. This model is now being turned out at the rate of something over 1,000 machines a week. For 1926 it embodies several improvements, the most notable of which is the new internal expanding front wheel brake, the action of which is powerful but sweet. Changes have also been made in the clutch control and in other details.

One of the most interesting newcomers during the 1925 season is the 4.98 h.p. A.J.S., which signalled its arrival by some remarkably fine performances in the Tourist Trophy Race, followed by a decisive victory in the 500 c.c. class in the French Grand Prix. Features of the engine in this A.J.S. model are the detachable head, aluminium piston, double roller bearing big end and enclosed valve lifter mechanism. That mechanical lubrication is provided goes without saying.

Improvements in Brakes and Lubrication. Improved methods of lubrication are, in fact, one of the most notable features of this year's Show. It will not be long before the old casual method of hand lubrication becomes completely obsolete. Another distinct line of advance is in respect of brakes, which are far more efficient than they used to be and have obviously been the subject of much thought among designers. Thus on the 2 1/2 h.p. Humber motor cycle, the foot lever for the rear brake of the sports model is now anchored separately from the foot rest. On all the models the brake block to the rear wheel has been provided with a parallel motion by a series of links. The result is to bring the whole of the brake block pad into equal contact with the brake rim.

A very important development in connection with brakes is to be found on the Rudge-Whitworth cycles and motor cycles. On the latter the brakes on both wheels are operated by a single foot pedal, a hand brake also acting on the front wheel to comply with legal requirements. The two wheel braking system embodies a spring under compression in the transmission to the rear brake. The consequence is that when the pedal is first depressed, the front and rear brakes operate equally. Further depression, causing the tension to pass the initial compression of the spring, results in the front brake operating very much more powerfully, but the effect of the back brake increasing only very slightly. On very slippery roads the possible braking effects of the two wheels are very nearly equal. On comparatively dry roads the front brake may be advantageously applied much more forcibly than the back brake. It will be readily realised that the new Rudge-Whitworth system conforms to both conditions. It may in a sense be compared with a very perfect system of four-wheel braking on a car, and, in practice, it is found so effective as to render it necessary to display the red triangle as a warning to overtaking vehicles.

As regards engines, there is no sign of any one type gaining the monopoly. There is room for the two-stroke and the four-stroke engine, and in the latter category the side valve and the overhead valve continue equally popular in their respective spheres. Thus one finds that, for example, the Royal Enfield range of motor cycles includes a two-stroke model and also four-stroke models with side valves and with overhead valves. The two-stroke Enfield is rated at 2 1/2 h.p. and has a re-designed engine which drives through a clutch and two-speed gear. In this as in other models smoothness of drive to the road is ensured by the Enfield patent cush hub. The four-stroke models have roller bearings to the big end and both engine shafts, aluminium pistons and mechanical lubrication, and drive through a clutch and three-speed gear. The most powerful of the range has a twin engine rated at 9.76 h.p. and can be fitted with balloon tyres at a small extra cost.

Transmission. As regards transmission, the three-speed gear and all-chain drive is now standard on practically all motor bicycles of moderate and high power. There are examples also of four-speed gears. The belt drive or even the belt and chain drive may be regarded as practically obsolete. Chains are also extensively used for subsidiary purposes such as magneto and dynamo drives. The Hans Renold exhibit shows that bush roller chains are popular for all purposes, while the inverted tooth type of chain is also largely used for countershaft and subsidiary drives.

As already mentioned, motor cycles are now sold far more completely equipped than hitherto. In many cases the whole of the equipment is supplied by Messrs. S. Smith & Sons, who also offer the motorcyclist a large variety of accessories which cannot be expected to form standard fittings, as, for example, speedometers, handlebar watches, mascots, and so on.

Electrical Equipment. In the matter of electrical equipment the needs of the motor cyclist are simpler than those of the motorist, since he does not require an electric engine starter. Very easy sparking can be ensured by the use of such a device as the B.T.H. impulse starter, which consists of a stout helical spring, connecting the driving spindle with the magneto spindle, and a pawl and stop. With this device in action, when the starting handle is turned, rotation of the magneto armature is delayed for a predetermined period and the armature is then suddenly released, with the result that an intense spark is produced. As regards lighting, electrical apparatus is now largely used. For single-cylinder engine the current for lighting can be derived from the magneto, as in the B.T.H. "Spark-light" set. This device, however, is not applicable to twin-cylinder engines, for use in connection with which combined lighting and ignition sets are provided in which the magneto and generator are mounted as a combined unit.

In the case of the Villiers two-stroke engines, which are largely used on machines of small and moderate power, the problem of electric equipment is very ingeniously solved. The magneto, which is contained in the flywheel, is so designed as to generate sufficient current for an electric lighting set. This set in no way affects the running of an engine, as it depends upon an entirely separate electric circuit. The result is to give the rider of a miniature motor cycle the advantages which have usually been associated only with much more powerful and expensive machines. The largest Villiers engine is rated at 3 1/2 h.p. At the other end of the scale is a tiny little engine of no more than 122 c.c. capacity. All models are fitted with two exhaust pipes and large silencers, and it is worth noting that a machine fitted with a Villiers 172 c.c. engine recently won its class in the French Grand Prix for the second year in succession. Another similar engine gained a silver cup, which is probably the stiffest and longest reliability trial held anywhere.

The exhibitors at the Show included one or two names well known in the motor industry but represented, as to cycles, only by the pedal as distinct from the motor cycle. Thus Messrs. Swift of Coventry showed a complete range of cycles retailing at home at prices varying from £5-10-0 upwards.

Messrs. Singer & Company showed Singer and Premier cycles in great variety, prices ranging from about £6-10-0 upwards.

Altogether, the Exhibition was undoubtedly the most complete and interesting of the series of annual shows. There were, however, one or two noteworthy absenteees who did not take part owing to the Show being held considerably earlier than usual. In particular, the big variety of the famous B.S.A. bicycles and motor bicycles, the latter ranging from 2.49 h.p. up to 9.95 h.p., were not on view.

Florida Motorists Can Speed 45 M. P. H.



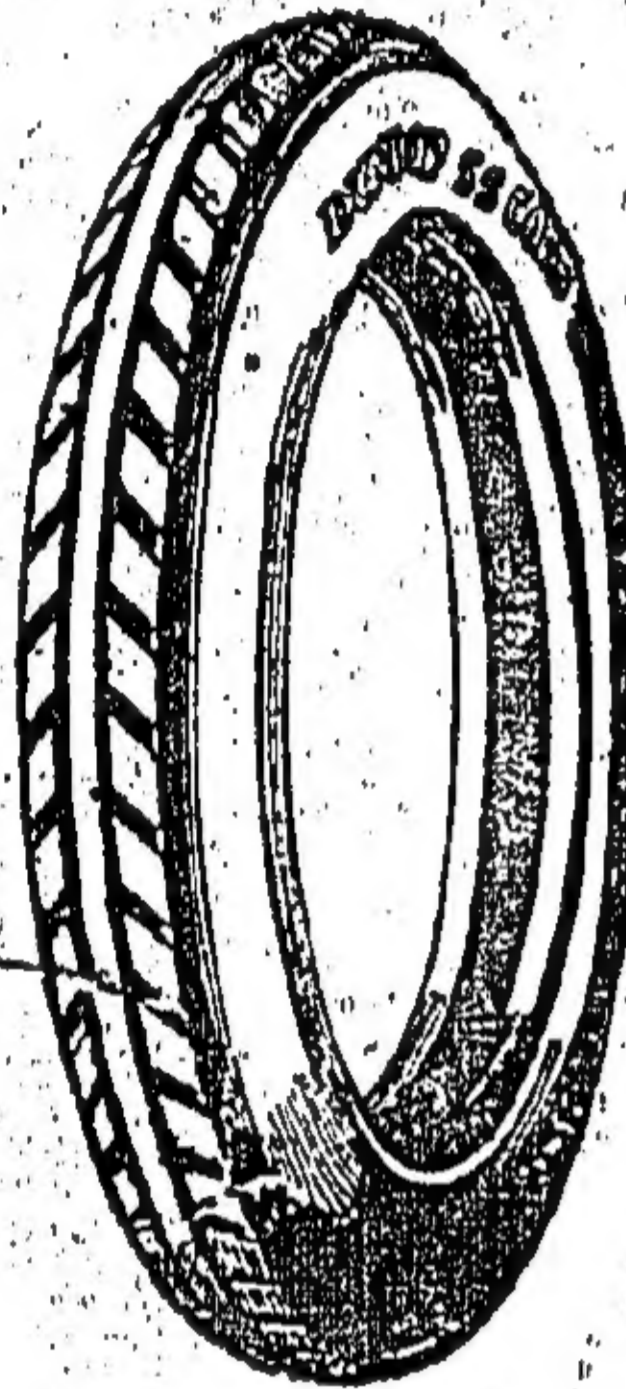
Florida is now the only state in the Union that allows the motorist to speed along over its highways at forty-five miles an hour. A bill was recently approved by Governor John W. Martin which permits speeds of 45 m. p. h. in country districts, 25 m. p. h. through residential sections and 15 m. p. h. through business districts. This bill not only keeps the highways free from congestion but will save time between centers all over the state.

Millions are being spent in highway improvement and road conditions throughout the state, especially along the coast, are better than at any time in the highway running from Jacksonville to Miami, 366 miles, the longest marine drive in the world, skirting the Halifax and Indian Rivers and paralleling the Florida East Coast Railway in its isolated condition and hundreds of Northern tourists are passing over to Florida cities to spend the winter.

WANT MENTAL TESTS. Mental tests for auto drivers, to help decrease the number of accidents, is favoured by the committee on the causes of accidents of the National Conference on Streets and Highways.

Why

DUNLOP CORD TYRES



should be on your car

They are the outcome of the longest experience in tyre building.

They are made from raw materials, the production of which is controlled from its source.

They are made on the proved best principles, applied in the best way.

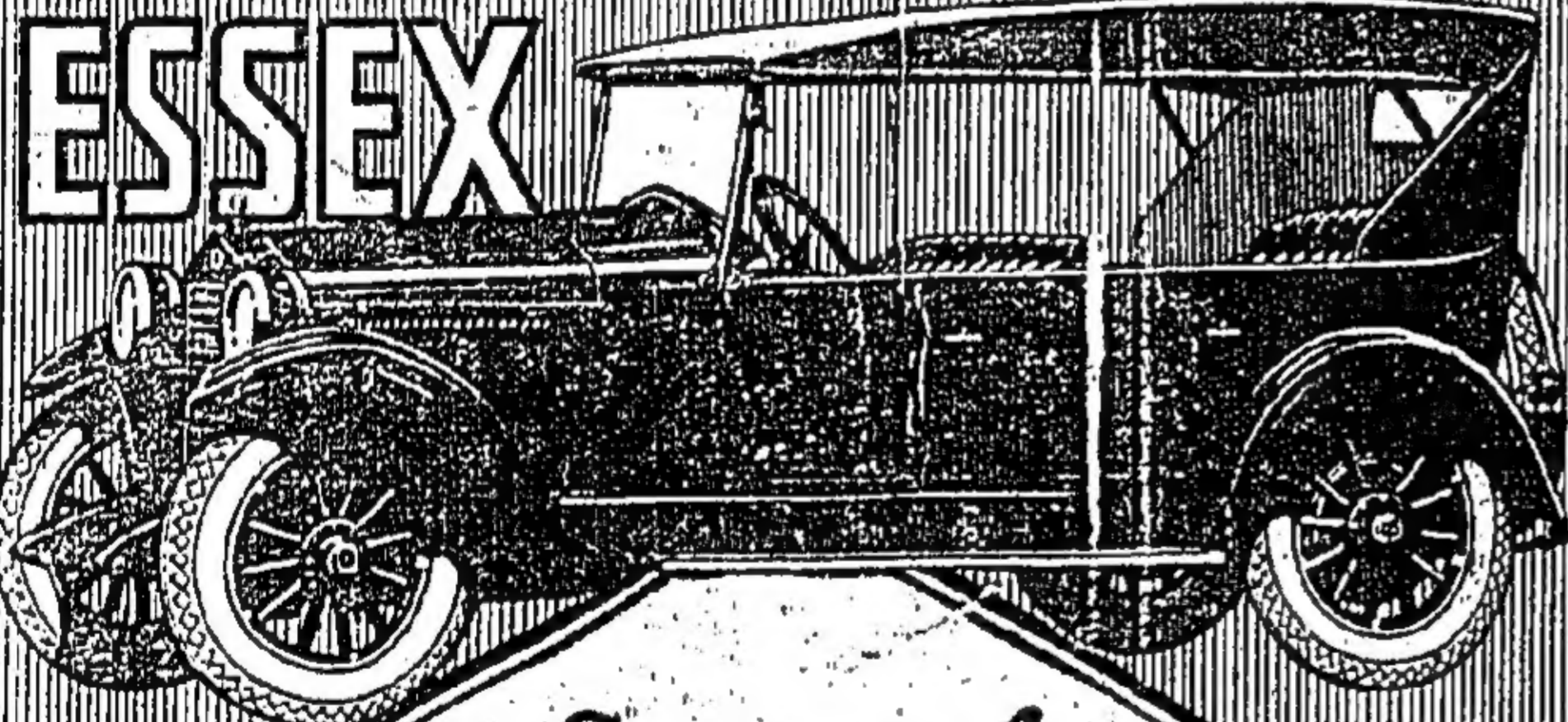
They give longer mileage and better service than any tyres in the world.

AND!!—the DUNLOP RUBBER COMPANY maintains its own Branch organisation on the spot, to give effect to the Company's universal policy of Service and Efficiency on all Tyre matters.

Dunlop Rubber Co. (China), Ltd.
Hotel Annexe Building. C. 4554.

Hongkong Hotel Garage
(Distributors) C 479. 5.

ESSEX



Greatest of All Essex Values Greatest of All Essex Years

Built by Hudson, Essex not only shares the advantages of the famous Super-Six patents, but also the value-building supremacy of their enormous combined production. And the great Essex sales record is recognition of a value leadership so overwhelming that it is not even challenged.

The Finest Essex Ever Built

Only among far higher priced cars will you find comparison for Essex quality, performance and riding ease. It is a totally different type. It gives results no other car ever gave. It is low priced, without disappointment in looks or reliability. It provides stability and finest roadability without unnecessary weight. It has economy without sacrifice of performance.

In quality Hudson and Essex are alike. The patents which account for Hudson's famous reputation for performance, reliability and long life are responsible

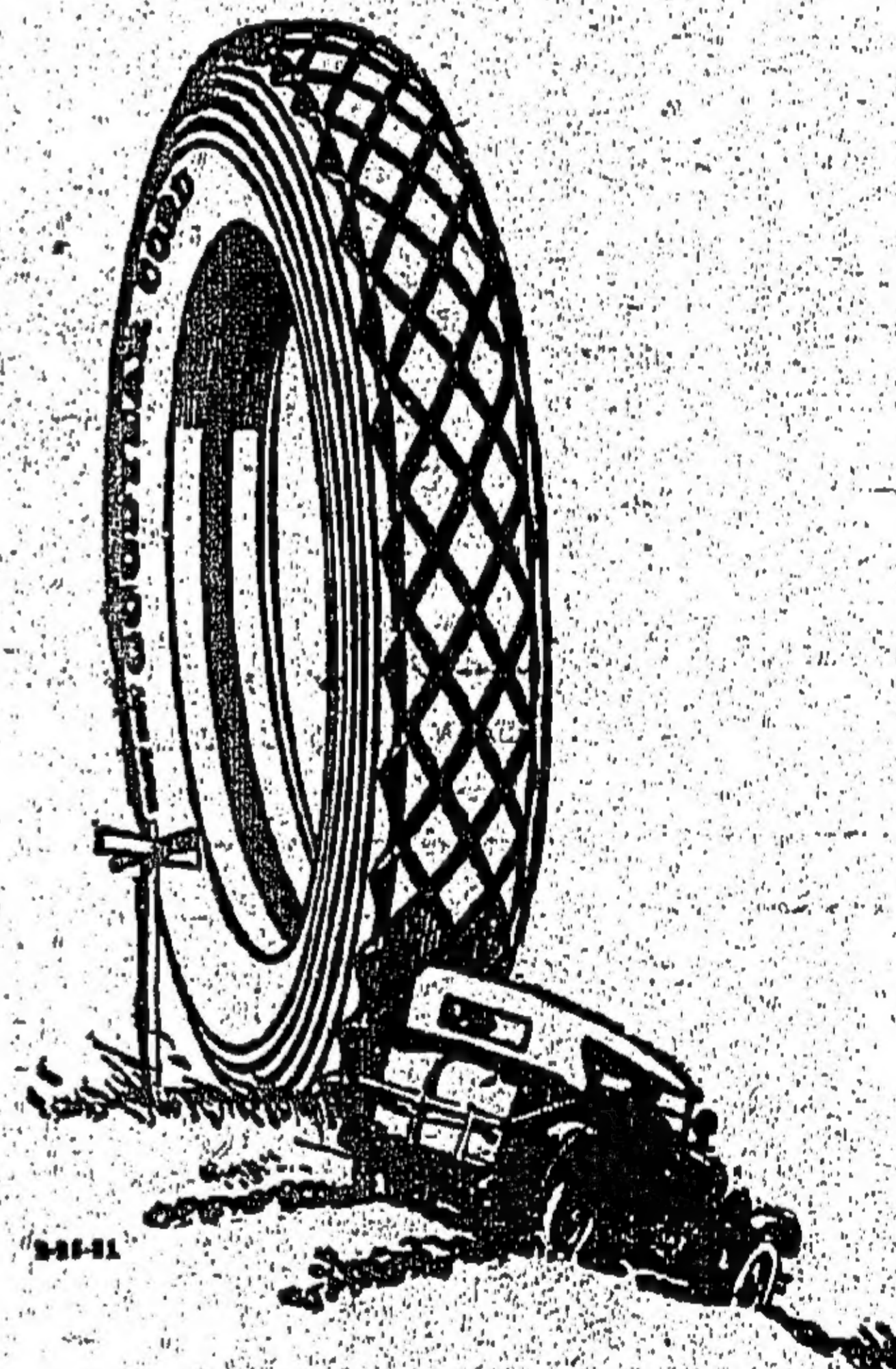
for the same qualities in Essex. We believe it is the most economical car to own and operate in the world. After you have driven your Essex long enough to require attention, you will find repair and replacement costs so low as to be almost incredible compared with the charges that motorists are accustomed to pay.

Alfred Hudson's fifteen years' experience in manufacture and development of notable service standards are equally part of your satisfaction in the ownership of an Essex.

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Road

Happy Valley



Truly, a Heavy Duty Tyre

Drivers of big cars; motorists travelling all kinds of roads and pavements; operators of buses and light lorry owners, have long wanted something extraordinary in tyres—a super-stout extra-rugged tyre.

The new Goodyear Heavy Duty Cord Tyres for passenger cars, buses and lorries meet those qualifications exactly.

It is built with extra plies of SUPERTWIST—the extra elastic and extra strong new Goodyear cord material—armoured with circumferential sidewall ribs—powered with the famous All-Weather-Tread.

If you need a sturdy tyre for your service, you should equip with this new Goodyear Cord Tyre.

Next Time Buy

GOODYEAR

HEAVY DUTY CORD TYRES

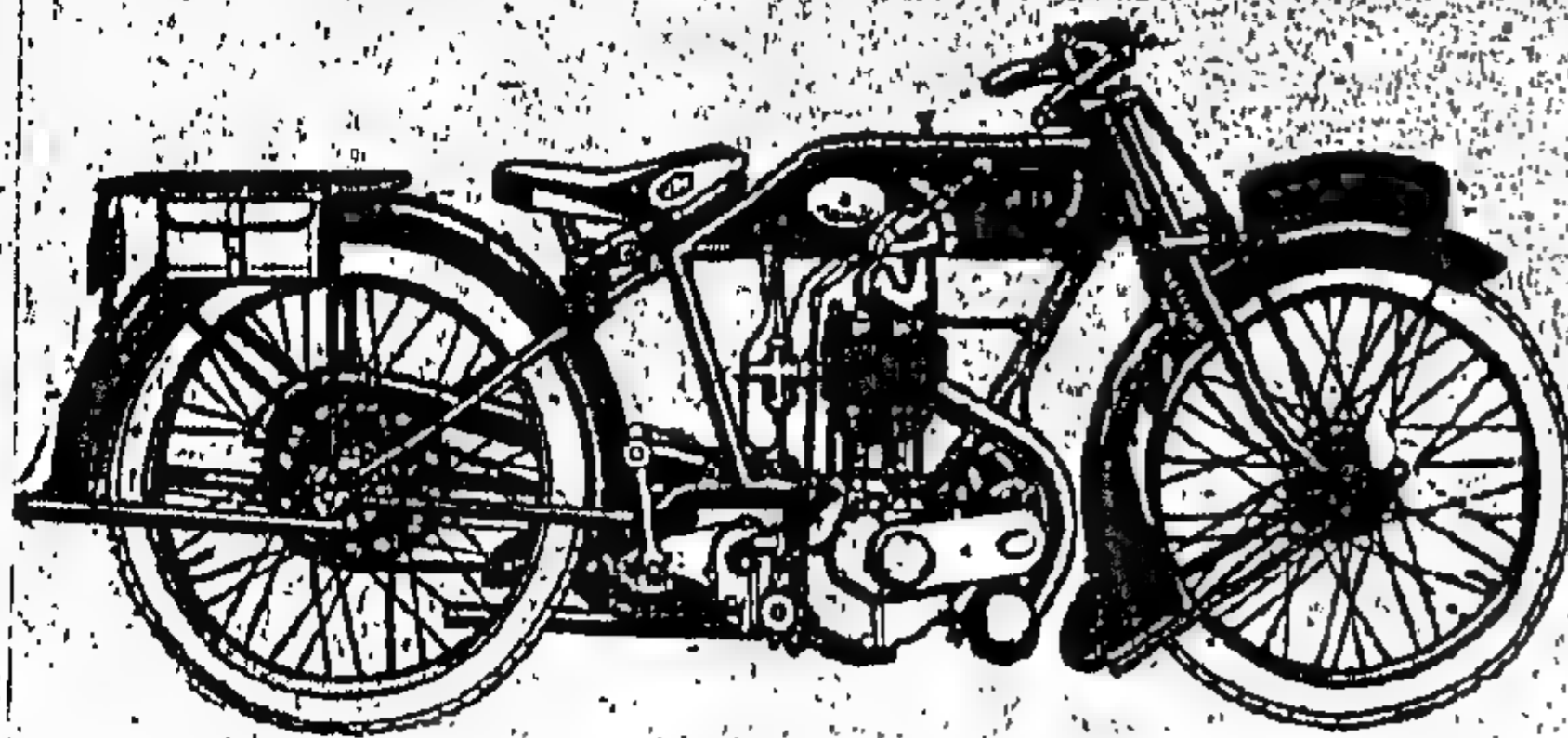
Made in Canada

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ALEX. ROSS & CO. (CHINA), LTD.

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1926

A. J. S. MODEL "G. 5" 2 1/2 H. P.

You will never know till you ride one. The New and Improved A.J.S. has twist grip control, Electric lights, Amp. Meter and many other improvements.

Stocks carried, demonstrator can be seen at our show-room, No. 1A Chater Road.

\$530.00

STOCKS CARRIED

Alex. Ross & Co., (China), Ltd.
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Bosch

ROBERT BOSCH MAGNETOS:

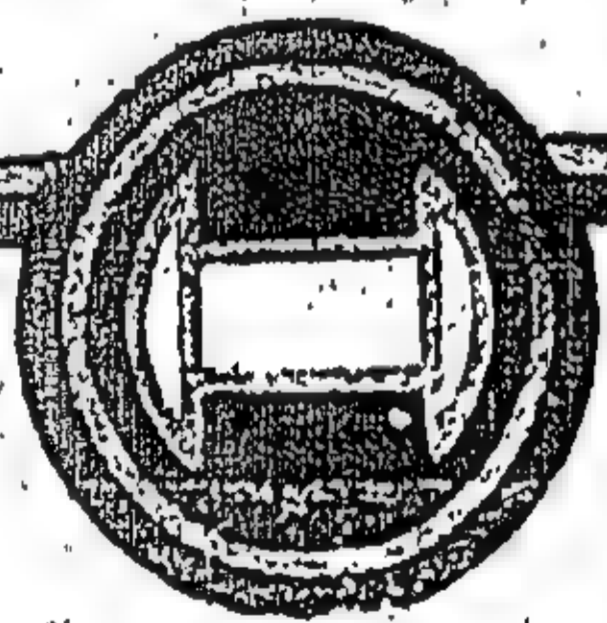
The Robert Bosch Magneto are made of the best Materials and with equipment ideally designed for quality production.

- 1-Cylinder Magneto:
Right or Left Hand.....\$60
- 2-Cylinder Magneto:
Right or Left Hand.....\$65
- 4-Cylinder Magneto:
Right or Left Hand.....\$80
- 6-Cylinder Magneto:
Right or Left Hand.....\$95

THE DRAGON MOTOR CAR COMPANY, LIMITED.

Telephone Central 1246, or 1247.
33, Wong Nei Chung Rd., (Happy Valley.)

Pay close attention to the name of
ROBERT BOSCH
and this



WORK FOR UNEMPLOYED.

ROADMAKERS AND ROADMENDERS.

The announcement of the Home Government's programme for the improvement of trunk roads comes at an opportune moment. It means that during the coming winter, and in all for a period of not less than eighteen months, suitable and useful work will be provided for a considerable body of the unemployed. It is generally recognised that relief works, broadly speaking, are not a satisfactory method of dealing with the emergency on account of which, at the present moment, some million and a quarter of population and their dependents have to look to the State for support. In themselves they can rarely be productive or inspiring, and they can at the most only give work to a fraction of those who are without it. At the same time it would be unwise to overlook the moral and psychological effect of the employment they provide. The Unemployment Grants Committee states that many local authorities attach very great importance to this factor; indeed they believe that in some cases the preservation of order has been materially assisted by the circumstance that works of this kind were in progress. Of all such forms of State assistance that of money earned by the making or the mending of roads is probably the least open to all the obvious objections. Under expert direction the work is of a kind that can be efficiently carried out by unskilled labour—by labour, that is to say, which is either untrained or trained in other occupations. In some cases, no doubt, similar work has been escaped, but bad work is the fault of the individual foreman, and can be provided against by more conscientious supervision. Unquestionably, too, it is work worth the doing, even more valuable and necessary, in fact, for the requirements of the present inhabitants of this island than when the Romans engineered the most abiding monuments of their enterprise that it still contains. It cannot be productive in the sense that the fruit of the labour expended will return after many days in the shape of imported food and other necessities of existence. But it is healthy and dignified work, in which the men who do it may take a most important consideration—legitimate pride, and every year the overwhelming increase of road transport makes it more useful and more indispensable.

During the next twelvemonth the Ministry of Transport, it is announced, will spend three millions more on road-making and road-mending than in any previous year. Six and a half millions sterling is to be set aside from the Road Fund for the general improvement of the trunk roads leading from London to Holyhead, Folkestone, Lowestoft, Carlisle, and other routes, and also on the main Highland road from Perth to Inverness. Work will soon be in progress on about 500 miles of these various roads,

COMMERCIAL TRUCKS.

RECORD FOR GRAHAM BROTHERS.

Official figures are to hand showing that no less than 10,800 Graham Bros. motor trucks were shipped overseas in the first half of 1925. This equals the entire output for 1924, truly a notable achievement.

The Company's daily truck production is 40% higher at present than in January, and, according to factory officials, is being further increased to supply the demand. In order to cope with this increase, it has been found necessary to again increase factory space at Detroit, which now has quarters under one roof, 400ft by 600ft, in a steel and concrete building erected by Messrs Dodge Brothers in 1917. The total factory space has now reached the figure of 250,000 square feet. In addition to this, a large factory is in operation in Ontario, Canada.

ALCOHOL AS FUEL.

NO CHANGE IN ENGINE.

The same type of engine is adaptable to the use of alcohol as fuel, as is used to-day with gasoline, reports the U.S. bureau of standards.

This statement is made to dispel an erroneous belief that the use of alcohol requires an engine of higher compression than the type used for gasoline. The only change needed, say engineers of the bureau of standards, is a larger needle valve opening in the carburetor, to afford a richer mixture of alcohol and air, for complete combustion.

"The fact is that alcohol permits, but does not require, the employment of a much higher compression ratio than gasoline," the report reads. "Should alcohol or other fuels of equal anti-knock value become generally available compression ratios could be increased, and, as a consequence, higher efficiencies could be attained."

"In the meantime the chief advantage to be derived from the use of an anti-knock fuel is that it permits satisfactory operation with an engine too badly carbonized for satisfactory operation with gasoline."

the total mileage of which is just under two thousand. The scheme, in which nearly forty separate county councils are concerned, is therefore a big one, and if, as is anticipated, eighteen months—and, in the case of the bridges to be built, probably more—are required for the completion of the present programme, it will be a godsend to many able-bodied workers who have now, the great majority of them through no fault of their own, nothing to do but to loaf and fret at the purposeless existence to which they are condemned. Those who are fortunate enough to be taken on will, it is estimated, take in wages from 40 to 50 per cent. of the gross expenditure on the enterprise, which will, at the same time, still further tend to reduce the volume of unemployment by the stimulating effect which it will have on the activity of stone-quarries, cement and steel works, road transport, and other contributory factors in the work of road-making. It is also, it appears, the intention of the Ministry, in cases where unemployment is not prevalent in the district adjoining the scene of operations, to import labour from other less fortunate areas. This experiment, if it proves to be practicable and successful, may have an important bearing on the other and scarcely less serious problem of housing.

In outlining the scheme of work contemplated in the programme for the modernizing of the trunk roads due provision has been made for the needs of the future. The general idea is that those roads should have a carriage-way varying in width from twenty feet in open country to thirty in more thickly populated districts, with a five-foot footway separated from the road by a grass margin. In accordance with the powers given by the new Roads Improvement Act, trees may and doubtless will be planted along the roadside, after the French and Flemish fashion, in stretches where they are now lacking; "blind" cross-roads will be opened out and gradients reduced.—Times.

BRITAIN LEADS IN CAR VALUE

The New MORRIS Programme

REDUCED PRICES

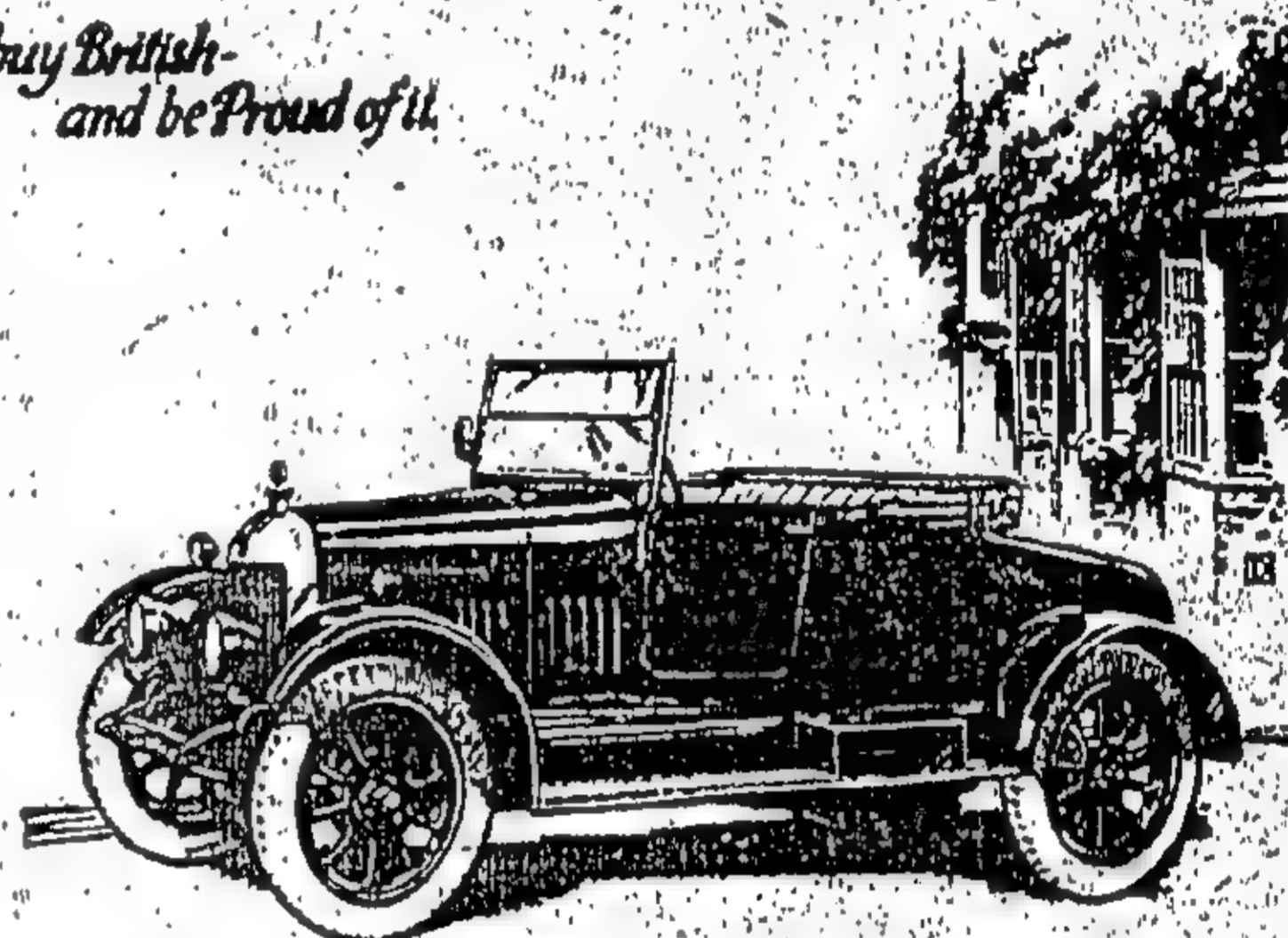
BETTER CARS

FOR the season commencing September 1st, 1925, MORRIS MOTORS, LTD., who make more and better cars than any other British manufacturer, announce the following important improvements in their cars—

1. The provision of four-wheel brakes on 11.9 h.p. Morris Cowley models.
2. The fitting of reinforced balloon tyres on all models.
3. The provision of dipping headlamps on Morris-Oxford cars.
4. Thermostatic control of engine cooling on Morris-Oxford models.
5. Important detail improvements, especially in the coachwork of all models.

Additional to these items none of the features that have made Morris Cars so overwhelmingly superior during the past twelve months has been omitted. Instead, still better cars are being offered at still lower prices.

Buy British—and be Proud of it.



The new Morris-Cowley Two-seater. Finest motoring value in the world. Complete with four-wheel brakes, Lucas 12-volt lighting and starting equipment, balloon tyres, Gabriel Rebound Suspension, spring gaiters and full equipment, has no competitor in its class at the price at which it is now offered.

Call and see these models either at our showrooms or the showrooms of our Authorized Sub-Dealers.

THE HONGKONG HOTEL GARAGE
(THE HONGKONG & SHANGHAI HOTELS LTD.)

Show Room—Phone C. 4759

Garage — Phone C. 4802

The fittest survive!

The fittest survive! Neither men nor machines, if they are unfit, can long withstand the crushing strain of an exacting existence.

Buick Valve-in-Head motor cars are built on principles that were established when the motor car industry started, and that these cars survived without change in their fundamentals is convincing proof that they are constructed on basic principles that are correct. In the making of Buicks there has been no yearly shifting from one set of engineering and manufacturing principles to an entirely different set. The Buick Valve-in-Head principle was right in the beginning, and it has been right ever since. Each passing year finds this great principle more firmly and securely established in the estimation of the motoring public.

The Valve-in-Head principle is the great reason for the survival of Buick motor cars. If this principle had not been correct, Buick, too, would have found it necessary to jump from one kind of engine to another in a ceaseless effort to find something that would stand the grilling work a motor car is called upon to do.

The Buick has survived every test that more than a million and a quarter users could devise in the most exacting conditions of worldwide service. There could be no better proof that Buick is the fittest among motor cars.

BUICK

VALVE-IN-HEAD MOTOR CARS

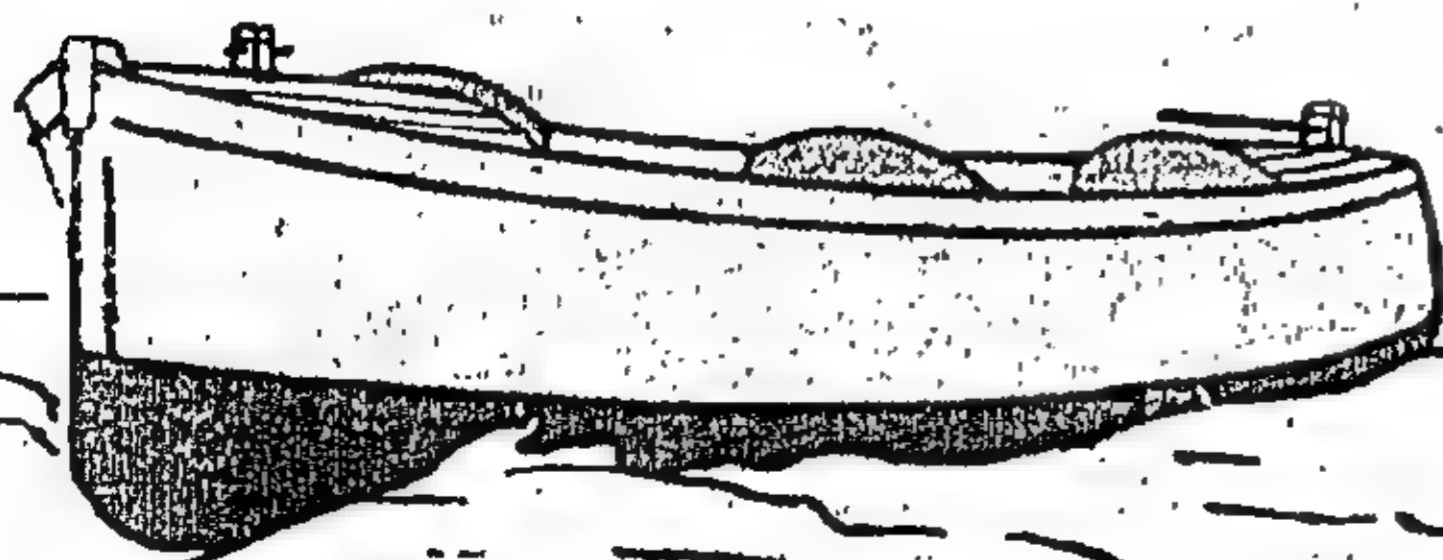
Please call or Telephone C. 1036.

HONGKONG & KOWLOON TAXICAB CO., LTD.

33 & 35 Des Voeux Road Central.

THE AILSA CRAIG HARBOUR LAUNCH

SPEED 7 KNOTS.



BRITISH THROUGHOUT

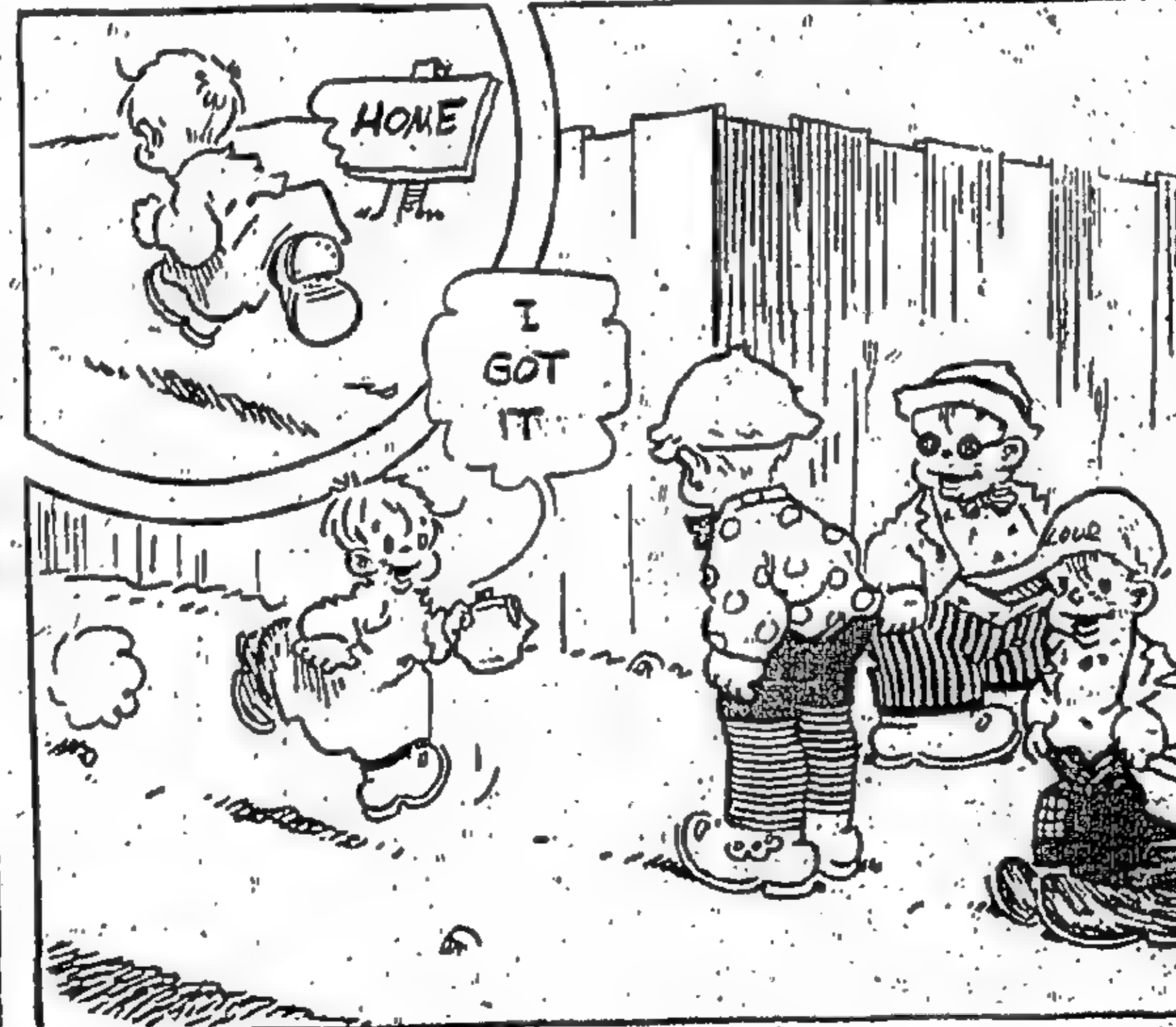
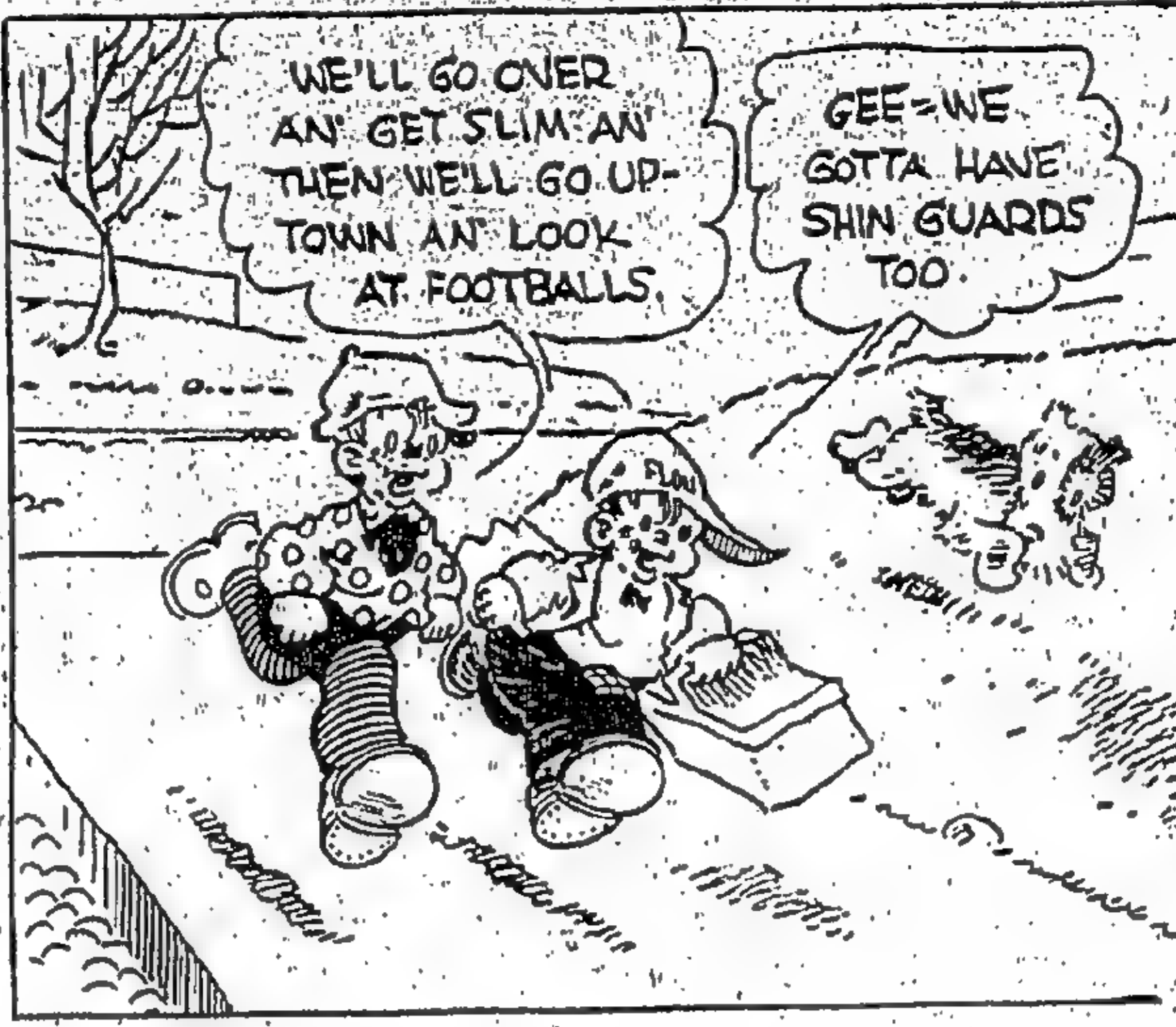
COMPLETE **\$2350** DELIVERED HONGKONG

Sole Agents.

DODWELL & Co., Ltd.

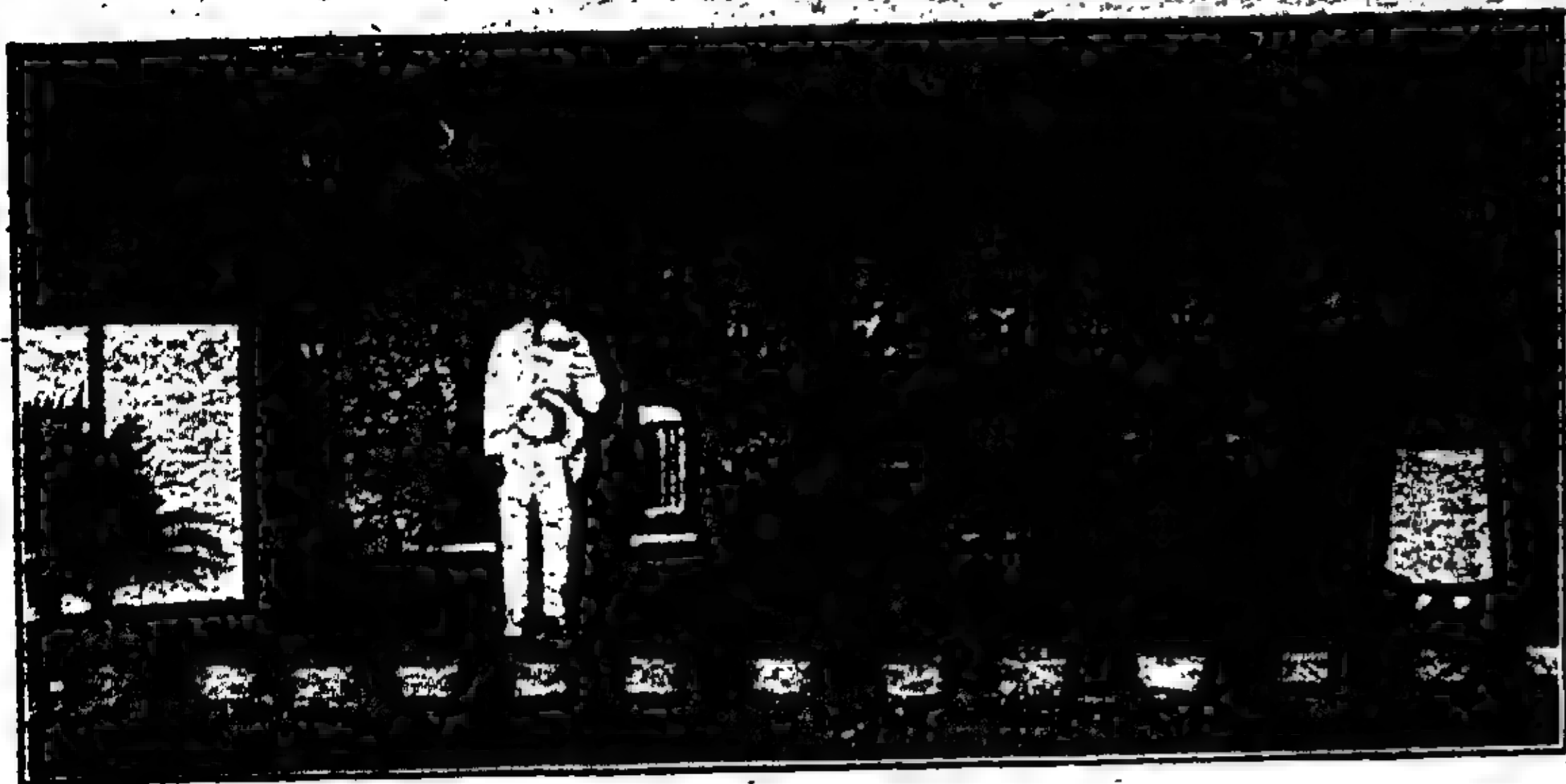
FRECKLES AND HIS FRIENDS

by Blosser



WHITEAWAY'S FOR STANDARD VALUES

PRESENTATION TO THE GOVERNOR.



This photograph was taken at the Theatre Royal on Thursday evening on the occasion of the presentation of public addresses by the foreign and Chinese communities to His Excellency Sir Edward Stubbs. (Photo: A Fong.)

CANADIAN ELECTIONS.

COUNTRY FAVOURS CONSERVATIVES.

Ottawa, Oct. 30.
The Conservatives now need to secure only four of seven outstanding constituencies in order to secure a clear majority. The state of the parties hitherto is:—Conservatives 119, Liberals 98, Progressives 17, Independents 2, Labour 2, and doubtful 7.

The swing of the elections in favour of the Conservatives is probably largely due to the general tendency of the public to favour a change of Government owing to dissatisfaction with high taxation and business depression. Mr. Meighen's main appeal is based on a protective tariff issue. It is significant that the main electoral change has occurred in the province of Ontario, which is very important industrially, although Quebec, which is also a centre of many industries, has remained Liberal. The maritime provinces, though said to be opposed to higher tariffs, have returned a majority for the Conservatives, while the prairie provinces have returned a majority for Progressives or Liberals. The Labour party and Independents have cut a small figure.

Only one woman member has been elected, namely Miss Agnes Macphail, a Progressive, who was a member of the last Parliament.—*Reuter.*

DE PINEDO'S RECORD.

ENDURANCE OF SEAPLANE.

Delhi, Oct. 30.
Commander De Pinedo has arrived. Interviewed by *Reuter*, he claimed that this was the first seaplane to fly over India. He expected to cover 36,000 miles as against 28,000 miles covered by the American seaplanes.—*Reuter.*

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:—

Banks.

Hongkong, \$1,140 n.
Chartered, \$201 n.
Mercantile A. and B., \$291 n.
Mercantile C., \$131 n.
P. and O., \$191 n.
East Asia, \$86 n.

Marine Ins.

Canton Ins., \$635 b.
China Underwriters, \$220 s.
North China, \$140 n.
Unions, \$260 b.
Yangtze, \$40 n.

Fire Ins.

China Fire, \$200 n.
Hongkong Fire, \$600 b.

Shipping.

Douglases, \$40 n.
Steamboats, \$221 sa.
Tugs, \$42 s.
Indo-China, \$38 n.
Shell Trans, \$67- b.
Star Ferries, \$59 b.
Waterboats, \$16 b.
Oriental Nav., \$250 n.

Refineries.

China Sugars, \$38 s.
Malabons, \$48 n.

Mining.

Benguet, \$2 n.
Kailans, \$50- n.
Langkats, \$128 b.
Shai Explorations, \$15 n.
Shanghai Loans, \$18 n.
Raubs, \$3 b.
Tronohs, \$7- b.
Ural Caspians, \$7- n.

Docks, etc.

Kowloon Wharfe, \$142 n.
Whampoa Docks, \$60 s.
Hongkew, \$170 n.
New Engineering, \$174 n.
Shanghai Docks, \$115 b.

Lands, Hotels, etc.

H. and S. Hotels, \$3 sa.
H.K. Lands, \$69 b.
Realtys, \$250 b.
Territorials, \$7 s.

Humphreys, \$16 n.
Princes Bldgs, \$150 n.
Rural Lands, \$10 n.

Cottons.

Ewos, \$11.90 b.
Orientals, \$13 b.
Shai Cottons, \$12 b.

Miscellaneous.

Canton Ices, \$71 n.
Cements, \$18 s.
China Buses, \$101 b.
China Lights, \$16 n.
China Prov., \$9.50 sa.
Constructions, \$4 n.
Dairy Farms, \$191 b.
Der A. Wing, \$10 n.
Electric, \$57 n.
Macao Electric, \$40 n.
Developments, 50 cents s.
Ropes, \$40 n.
Tramways, \$26 n.
Lane Crawfords, \$13 sa.
Mackintosh, \$211 n.
Peak Trams, \$15 b.
Sinceres, \$132 n.
Taxis, \$5 s.
United Asbestos, \$20 n.
Watsons (Old), \$16 s.
Watsons (New), \$15 s.
Powells, \$14 s.
Amusements, \$10 b.

BEATEN TO DEATH.

GRIM DISCOVERY AT NORTH POINT.

A murder case is being investigated by the police following the discovery of the dead body of a coolie tied to a post at North Point, where the Netherlands Harbour Works Company is carrying on reclamation operations on the foreshore.

The man had been beaten to death, whilst another coolie who was similarly treated, but who was still alive when released in the early morning of yesterday, had to be removed to the Government Civil Hospital suffering from serious injuries.

The indications are that the men fell victims in a feud which had broken out amongst the Northern men employed on the reclamation works.

PING PONG

THE GAME
THAT MADE WINTER WELCOME

MANUFACTURED BY

JAQUE'S

SETS \$4.00 to \$10.00

SPARE BATS \$1.00 to \$3.00

TEMA BALLS \$1.80 doz.

ROULETTE.

FOR EXCITEMENT AFTER DINNER

\$17.50—\$25.00

COMPLETE

LANE, CRAWFORD, LTD.



IT ISN'T ALWAYS THE BLADE

WHICH IS RESPONSIBLE FOR THAT MISERABLE SHAVE NOR IS IT ALWAYS THE FAULT OF THE SOAP.

HOT WATER

IS REALLY NEEDED AND THE BEST METHOD OF PROCURING THAT IS TO USE A

GAS WATER HEATER

HONGKONG AND CHINA GAS CO., LTD.

ANCHOR BRAND PURE MANILA ROPE

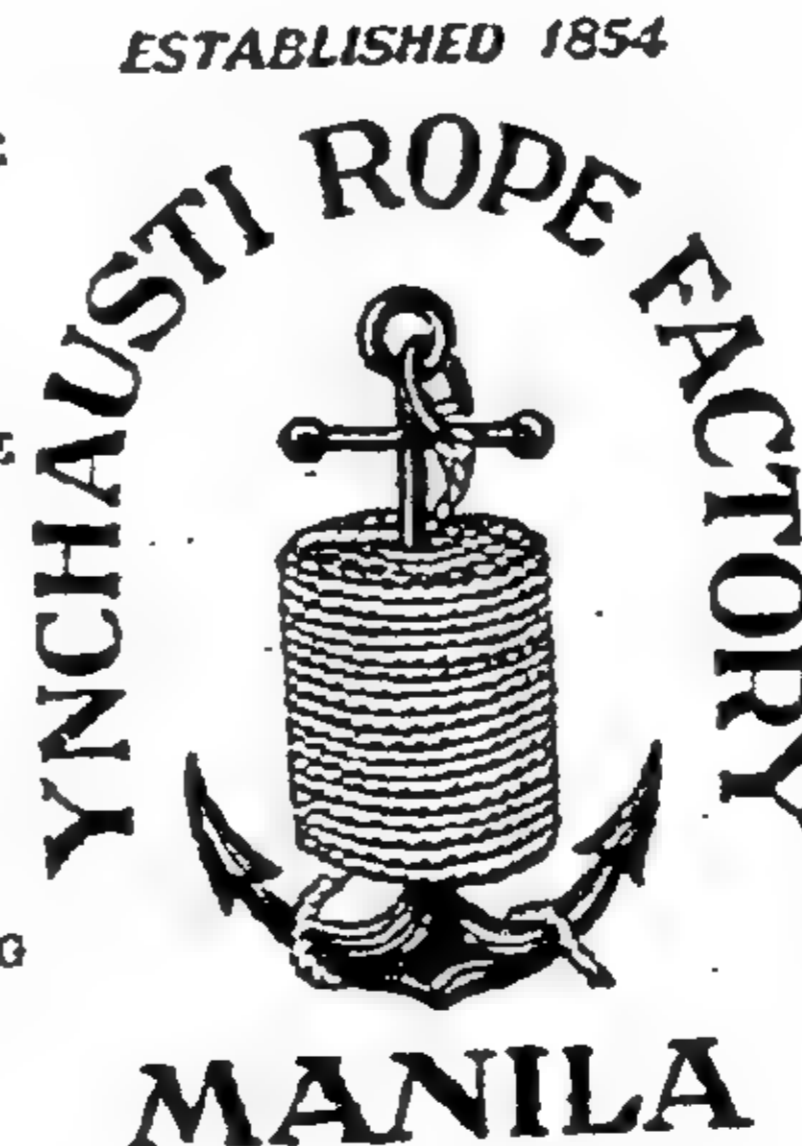
"THE CORDAGE YOU CAN TRUST"

ESTABLISHED 1854
MARINE ROPE

TRANSMISSION
POWER ROPE

CABLE LAID
HAWKERS

WELL DRILLING
CABLES



STOCKS ON HAND OF ALL SIZES
ENQUIRIES SOLICITED.

FACTORIES—MANILA P.I.
HONGKONG OFFICE: KING'S BUILDING.
Telephone Central 3165.

AUTUMN HATS

EACH WITH A NEW TOUCH

SATINS, SATINS AND VELVET COMBINED, FELTS IN BRIGHT COLOURS, NEW AND CLEVER

SHAPES, EVERY WANTED COLOUR. THE PRICES ARE MODERATE TOO, BEGINNING AT \$7.00



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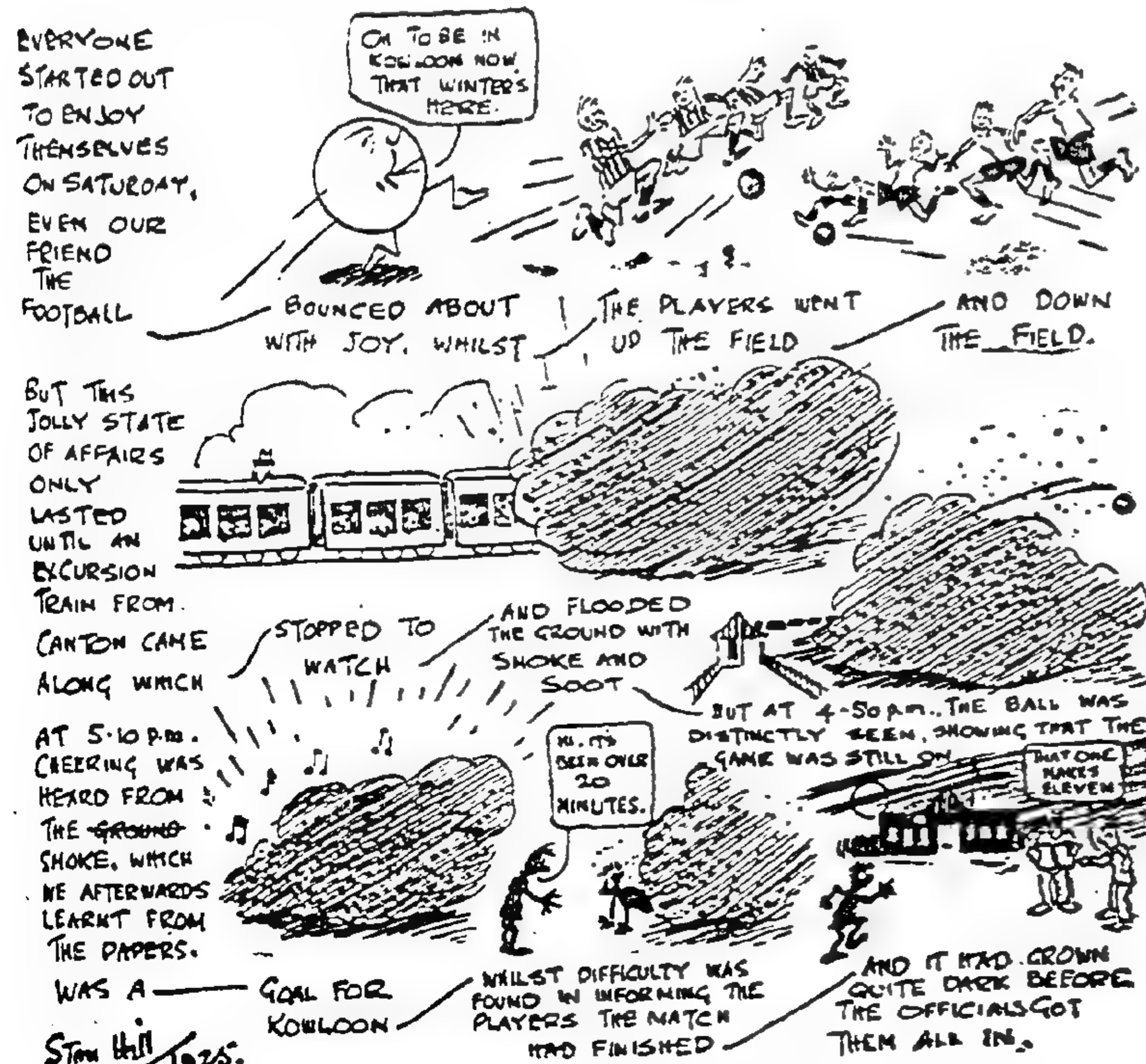
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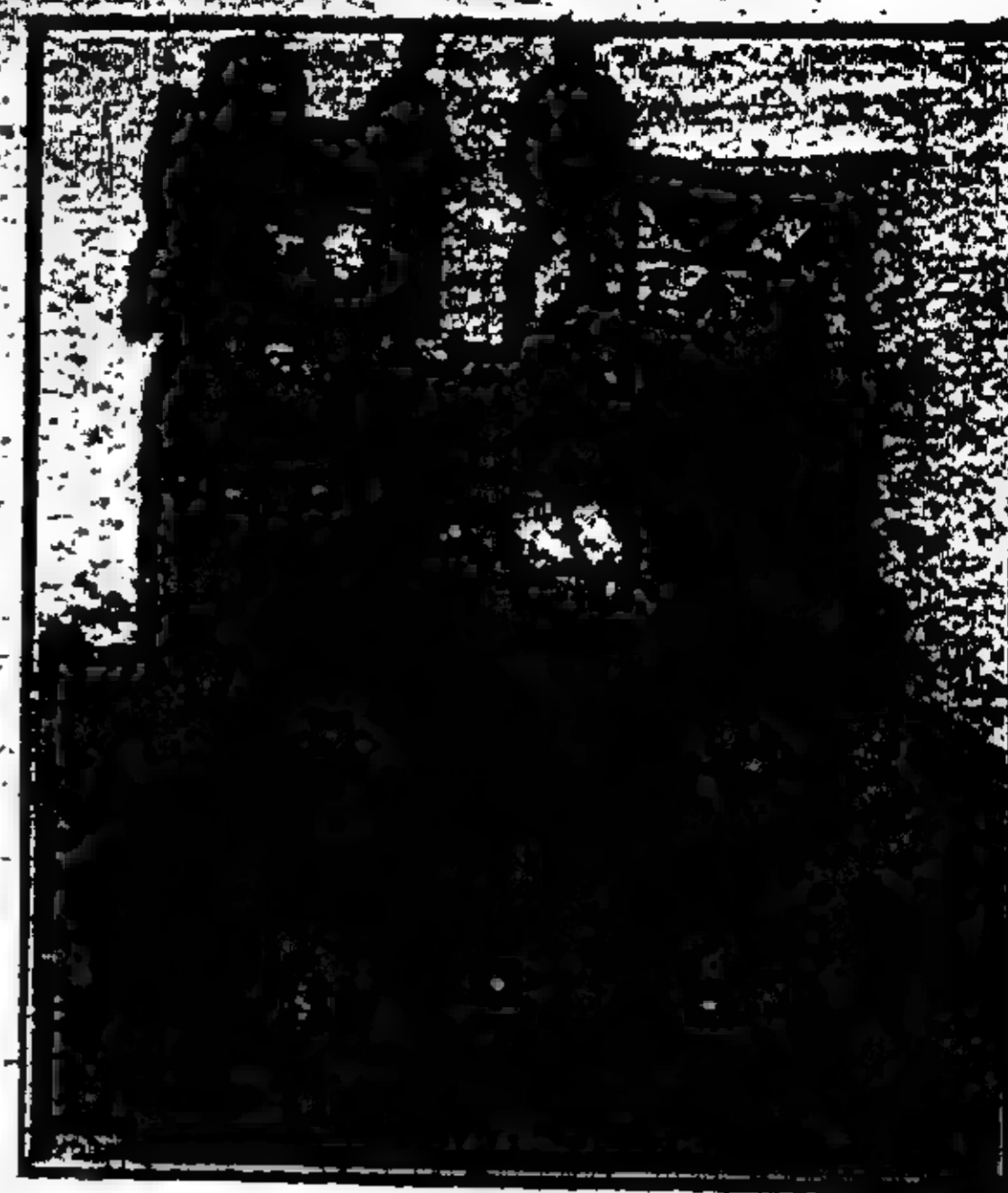
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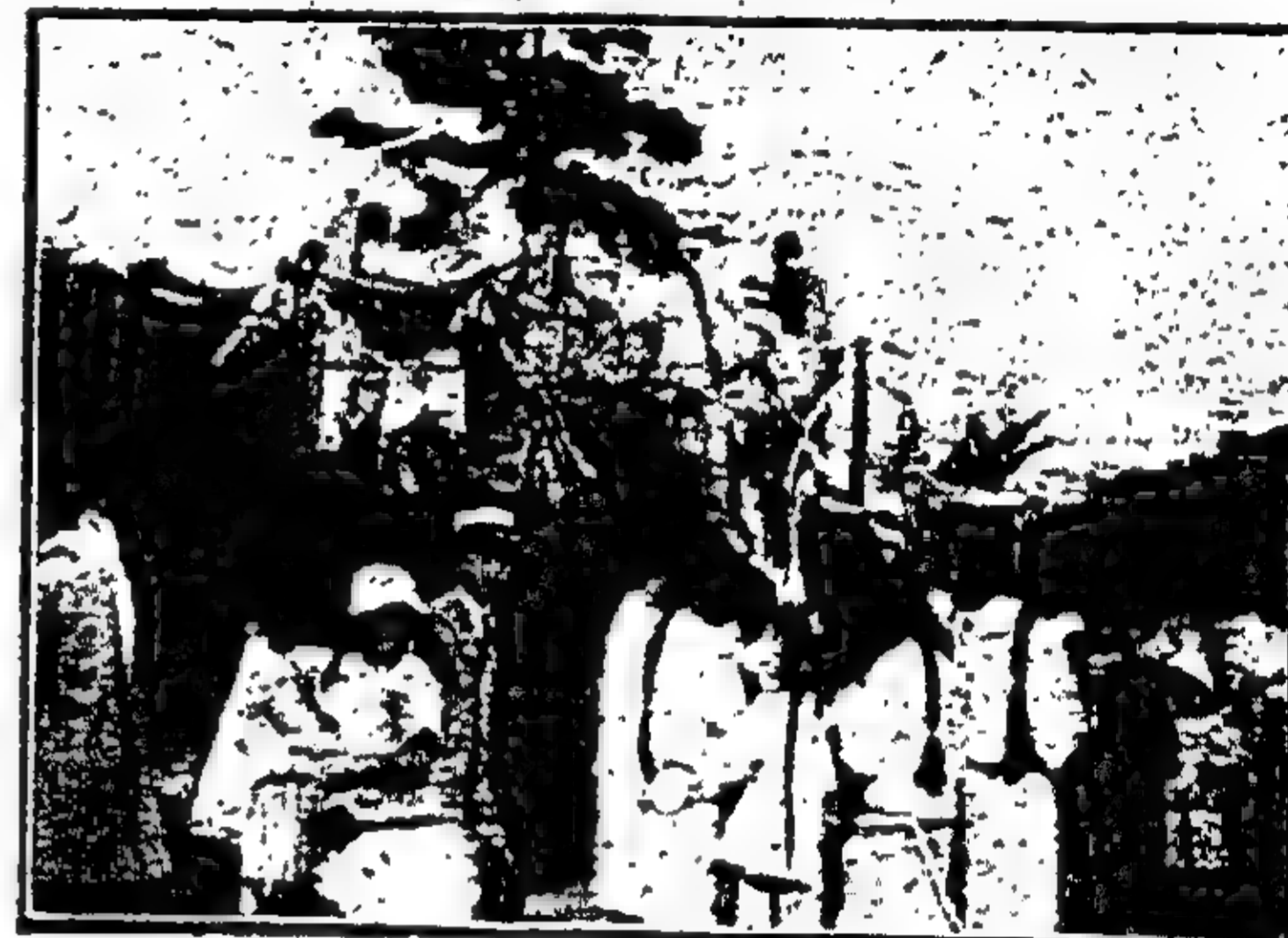
TENNIS CHAMPIONS.—The Royal Engineers' "B" team, winners of Garrison Tennis League and Garrison Doubles Championship. (Photo: Ming Yuen).



SONGSTERS ALL.—Here is the Imperial Concert Party which gave such delight at the M.C.L. Fete on Saturday. (Photo: Ming Yuen).



DOWN THE CHUTE.—A Chinese maiden having a joy-ride down the chute at the M.C.L. Fete. (Photo: Mee Cheung).



WAITING THEIR TURN.—A group of Chinese girls at the M.C.L. Fete waiting to patronize the chute. (Photo: Mee Cheung).



FINE WORK.—This is one of a series of four panels modelled in plaster and finished in imitation bronze by Arts and Crafts, Ltd., for the main entrance hall in the new residence of Mr. P. C. Sheng, of Shanghai, at Hangchow.



GOVERNOR SNAPPED.—H. E. Sir Edward Stubbs snapped near the clock golf course at the M.C.L. Fete. (Photo: Ming Yuen).



ICE CREAM.—This ice cream cart did a roaring business at the M.C.L. Fete on Saturday. (Photo: Mee Cheung).

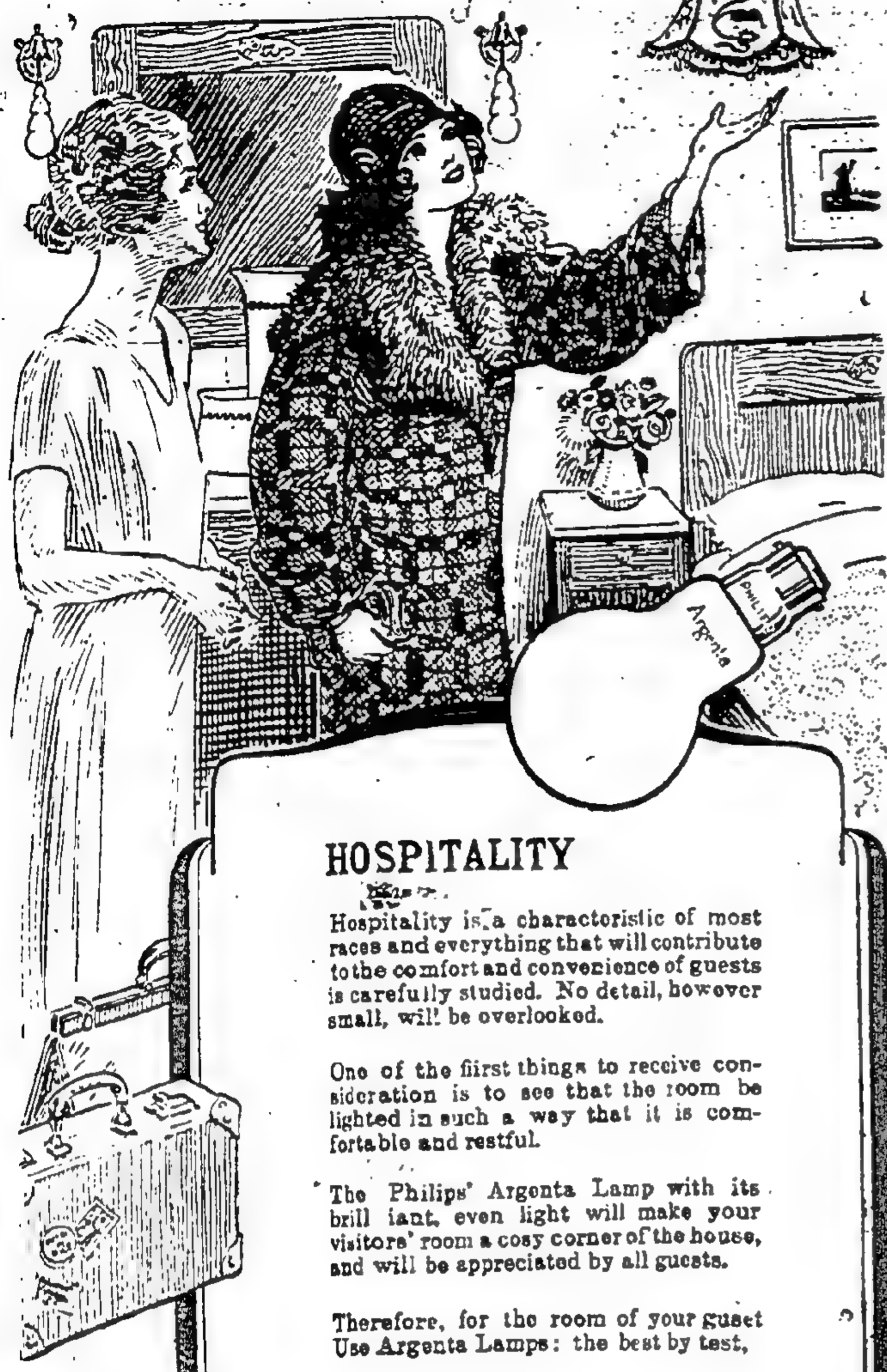


STRIKING GROUP.—Entitled "Morning, Noon and Night," this striking group, modelled and cast in fine bronze, was executed by Arts and Crafts, Ltd., for the Majestic Hotel, Shanghai.



NEW WING.—Rev. Father Spada consecrating the new wing of St. Joseph's College which was opened by H. F. the Governor, seen on extreme right of picture. (Photo: Ming Yuen).

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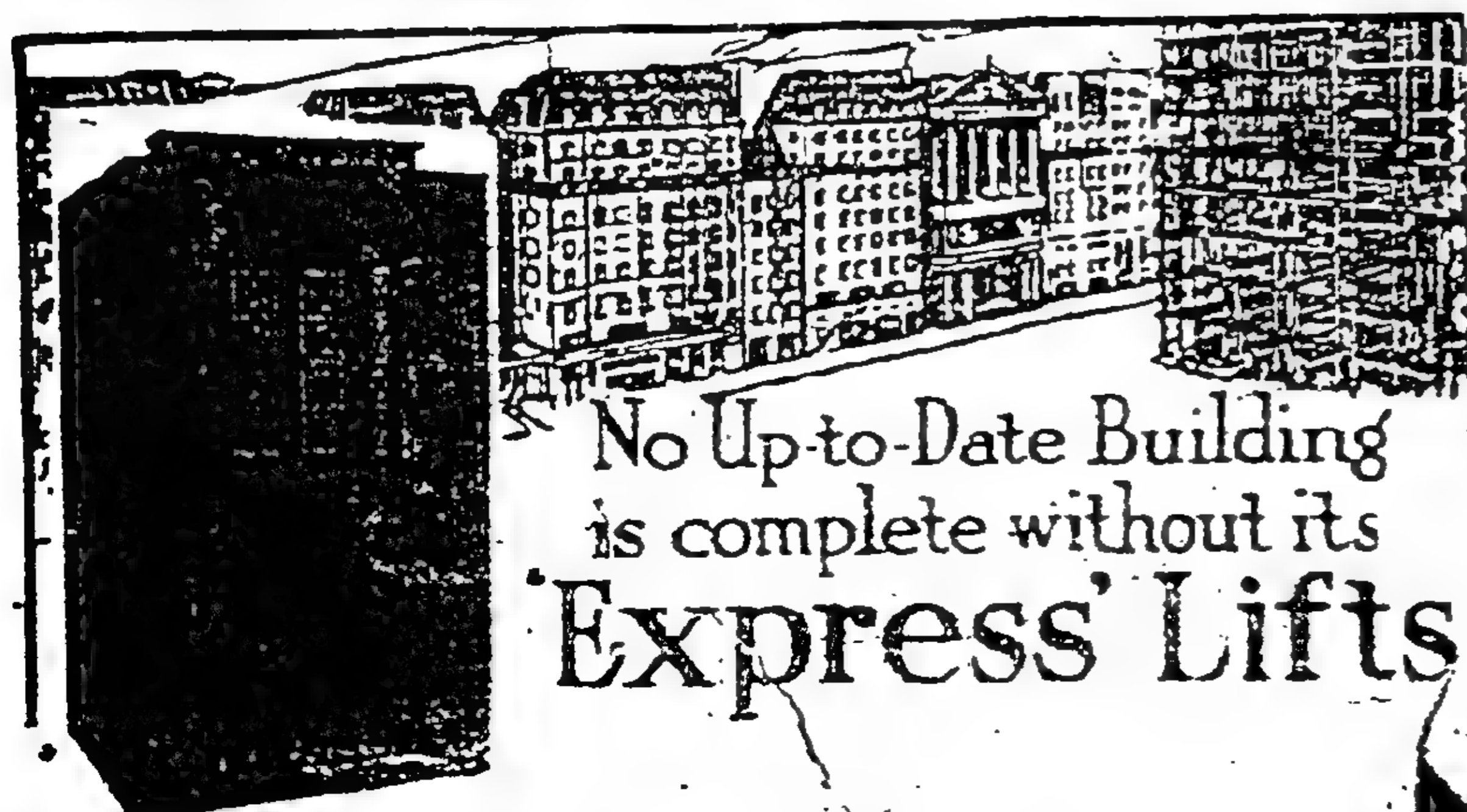
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CRIMEAN WAR TROPHY.

Return to Finland.

One of the bells now exhibited as a war trophy at the Tower of London is to be returned to Finland, says a London paper of mail week. It is one of five supposed to have been taken from the fortress of Bomarsund, Aland Islands, at the time of the Crimean War.

The return of the bell is the result of efforts extending over several years by Mr. M. Ingman, a native of Finland, who has been living in London for nearly 30 years. In 1921 he wrote to Mr. Lloyd George, who was then Prime Minister, suggesting that five church bells exhibited in the Tower, which were supposed to have come from the fortress of Bomarsund, but had, in fact been taken from Skarpans Church near Bomarsund, should be restored to the parish. Mr. Lloyd George replied that he could not see his way to recommend the restoration of the bells to Finland.

In April this year Mr. Ingman took the matter up with the present Prime Minister, Mr. Baldwin. He enclosed a copy of the correspondence with Mr. Lloyd George, and said, he now found that this early impression was not quite correct. One of the five bells, the largest one, was evidently of quite a different make to the others. This bell had an inscription in relief letters in Swedish which proved conclusively that the bell was the property of the parish of Skarpans, situated a few miles from the fortress, and not at all the property of the fortress. The voluntary restitution of this church bell to its original parish would be highly appreciated by the Finnish people as an act of great generosity and friendliness on the part of the British Government.

The First Commissioner of Works now informs Mr. Ingman that the Government have much pleasure, particularly in view of the recent visit to Abo of British warships, in ordering the restoration of the bell.

SAVED FROM EXTINCTION.

Bison Born at the Zoo.

A fine bison calf has been born at the London Zoo and gives every prospect of doing well.

The American bison is no longer in danger of the extinction that threatened it a quarter of a century ago. Although the wild herds in the United States had almost been wiped out, there was a sufficient remnant able to recover under the strict protection given to it. At the same time the blood was reinforced by sending to the reserves some of the finer young bulls bred in zoological gardens. Now both in the National Park at Yellowstone and in the still larger reserves of Canada, the species is multiplying.

On the other hand, the European bison is in greater danger than ever befell the American species. There are very few examples in captivity, and the species is less hardy or does not breed so well in restraint. The wild herds are believed to be extinct or reduced to a few scattered individuals. The European Bison Society, an international association with headquarters at Frankfurt, has instituted a stock-book and is collecting information as to all the individuals in captivity with a view to securing exchanges and giving the greatest possible opportunity for breeding.

RUGBY TOUR.

Australian Team for France.

The French Rugby Federation now suggests that the Australian Rugby team should be invited to tour France in October and November of 1926, and the Maoris at the same time or a little later. The French team leave for New Zealand in May 1925 returning in October.

It is not anticipated that there will be any difficulty in getting a French touring team together, as two years ago, when an Australian tour was projected, all the players approached consented to go.

In regard to the Australian and New Zealand matches in France, the French Federation would organise three important games, regional clubs being responsible for the remainder. The visiting teams might afterwards proceed to England providing the English paid part of the costs of the tour.

BATHING TRAGEDY.

British Seamen Drowned.

Another drowning accident occurred at Karachi on September 20th, resulting in the death of four British seamen from the Warfield belonging to the British India Steam Navigation Co.

A party of five officers left the Warfield on a pleasure trip to Manora, arriving there at three o'clock, when they indulged in bathing for half-an-hour and then returned to the beach for a sun bath.

Four of the party, after a short respite, resumed bathing, the fifth declining on account of nervousness.

Ten minutes later all four were observed to be in serious difficulties in the heavy ebbing tide, which was gradually taking them further and further seawards, and Mr. Glasson, the fifth man of the party, who had remained on shore, immediately donned a lifebelt and swam out to the unfortunate men.

He succeeded in bringing two to shore, but after an hour and half of artificial respiration life was pronounced extinct.

The remaining two men were carried out to sea several miles by a strong current and the bodies have not so far been recovered.

The names of the unfortunate men are:—Messrs. R. J. Pen-treath, S. Simmons, A. L. Jenkins and W. C. Daley.

The funeral of Messrs. Pen-treath and Simmons was attended by the whole crew of the Warfield.

VOICE FROM MOSCOW.

Sir P. Cunliffe-Lister on Labour Congress.

Sir Philip Cunliffe-Lister, President of the Board of Trade, addressing a Conservative demonstration at Swinton Park Masham, Yorkshire, last month, alluded to resolutions passed at the Trades Union Congress. He said the Conservative Party had not only never been an enemy of trade unions, but it had been one of their best friends. But when it was giving the trade union their liberty and their power, it was that they might fulfil a great industrial function, not one of disrupting the Constitution.

"It is plain," he said, "that the men who for the time being have captured the machine of the Trades Union Congress, are determined to convert the trade union movement from an industrial organisation into a revolutionary and Communist organisation. I should never have said that but for the events which have taken place at their Congress during the week."

He referred to two resolutions, one of which was that the trade union movement must organise to prepare trade unions to struggle for the overthrow of capitalism. The mover of that resolution, he said, declared that their cause of trade unionism could no longer be furthered without the shattering of the capitalist system of society, while the second said no one could argue that it was possible to obtain any amelioration of working conditions without the fight becoming a revolutionary fight.

"As a gramophone record it reproduces with singular fidelity their master's voice in Moscow. I think it will evoke a faint echo among the same working men and women of Britain." The second resolution authorised the Congress, in effect, to combine with Moscow internationally for the practical coercion of the trade union movement. The resolution was prefaced by a long speech by M. Tomskey, who had come specially from Moscow for the occasion. If ever we had a Government which pursued the Russian policy in Britain, a few months would land the country into irretrievable ruin.

Miss Agnes Ramsay Clarke, of Parrock-street, Gravesend, who, born in Penang in 1854, was found starving in her house and died at Gravesend Infirmary last June, left an estate valued at £6,374. This she divided equally between the Earl of Dalhousie and his brother, the Hon. Patrick William Maule Ramsay, whom she claimed were her nephews. At her death, however, no relatives could be found. The police were able to establish that her mother was a German named Leishman, and her father a Captain Alexander Clarke, a British Army officer. She used to say that her mother had been governess to the ex-Kaiser.

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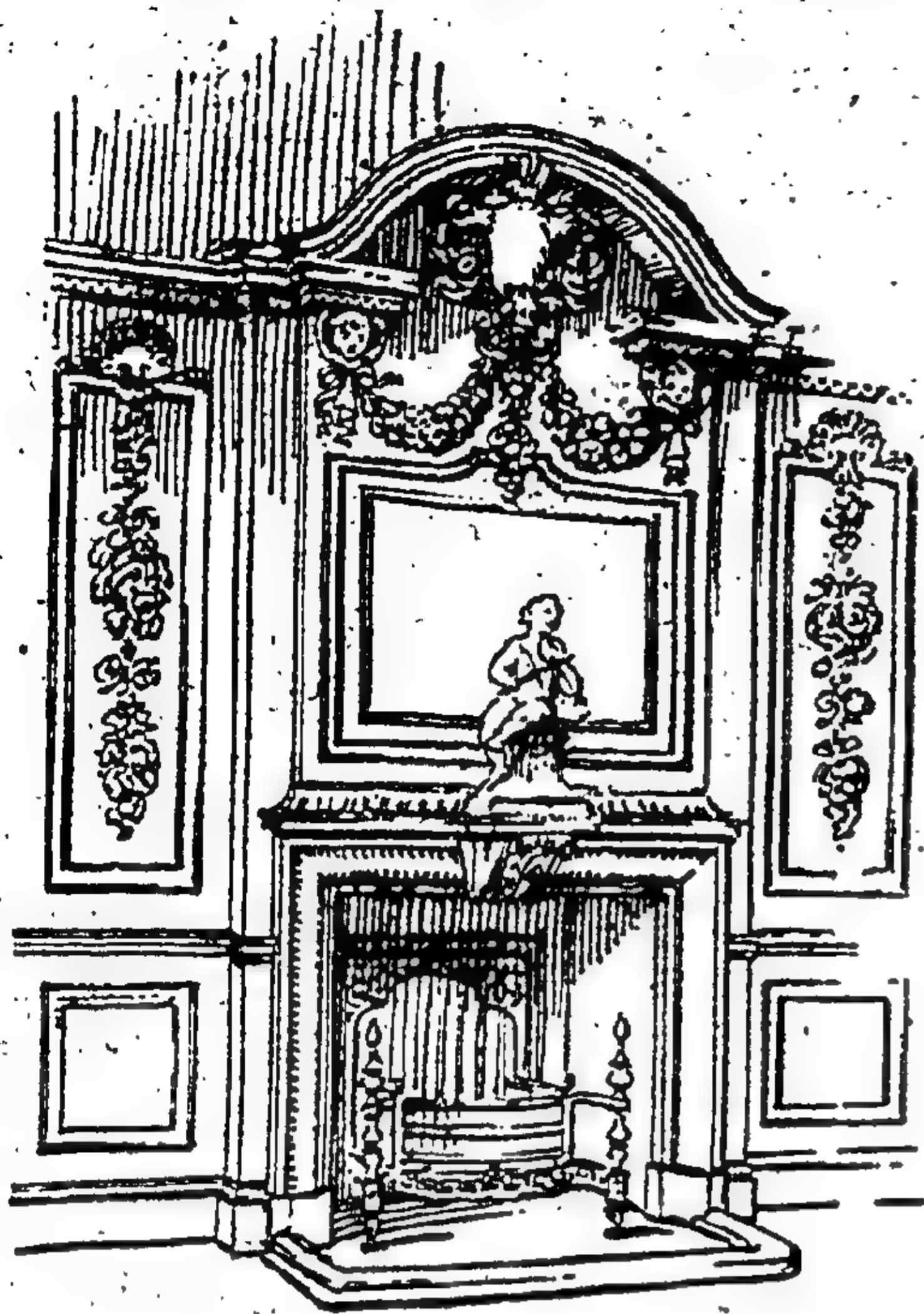
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SHANGHAI.

LAST "MADONNA" FOUND.

Raphael Painting From
The Urals.

According to the "Society of Cultural Relations with Foreign Countries," Prof. Grabar, Head of the State Pictorial Renovation Works, has returned to Moscow from Nizhni-Tagil in the Urals, bringing with him what is claimed to be the original Raphael painting of the long-miss "Madonna del Popolo." The picture was painted by Raphael by the command of the Pope Julius II, who placed it in the church of "Santo Maria del Popolo" at Rome together with the famous portrait of the Pope by Raphael, which is now in Florence. The "Madonna" remained in that church until 1591, when it came late into the possession of Cardinal Sfondrato, who showed it in 1595 to an agent of the Emperor Rudolph II, and the latter reported to his master. Soon afterwards the celebrated picture disappeared, and nothing was known about it until the middle of the 18th century. In 1741, the picture was discovered in the vestry-room of the Casa Santa di Loreto, since when it became known in literature under the title of "Madonna di Loreto." At the end of the 18th century, the picture disappeared from Loreto, and was since given up as lost.

It now transpires that the Raphael painting was held throughout the 18th century by the Damidov family at their home in Nizhni-Tagil in the Urals. It is not possible now to establish the precise date on which it was brought to the Urals, but it may safely be surmised that in the 40's it was already hanging in the apartment occupied by the famous beauty of the time of Nicholas I the Marchioness Aurora Karlovna Damidov-San-Donato, in the Damidov home in the Urals. The discovery of the vanished Raphael painting will no doubt cause a great sensation among European and American art experts. Prof. Grabar has already begun the investigation of the history, and the analysis of the technique of the Raphael painting, while the State Works will be engaged on its renovation.

GREATER TOKYO.

Recent Census and
Future Plans.

The National Census taken on October 1 places the population of Tokyo city at 2,080,000, a decrease of nearly 110,000 from the population of the capital before the disaster of 1923.

The suburbs show a remarkable increase, the total population, inclusive of Hachioji city and the other eight suburban districts, being put at 2,475,000.

This is not inclusive of the population of the Ogasawara islands which are under the control of the Tokyo prefectural governor.

Exclusive of the Ogasawara islands, the figures show an increase of 955,000 over the pre-war population.

Sixteen suburban towns have a population of more than 50,000. They are Shinagawa, Oi, Yodobashi, Yoyohata, Nakano, Hiratsuka, Oji, Takinogawa, Nippori, Mikawashima, Senju, Adzuma, Kameido and the three mentioned above.

Under the greater Tokyo plans the City of Tokyo will have a population nearly equalling that of London, the largest city in the world, according to claims made at the City Office.

PETROL TAKES OF THE AIR.

Refuelling Aeroplanes
at 100 m.p.h.

When a process of refuelling in the air recently developed at Farnborough is adopted for commercial purposes, it will be possible for passenger aeroplanes to fly in 2,000 miles stages.

Some time ago an American machine in flight took in a supply of fuel through a pipe line let down from another machine. More recently experiments in refuelling in the air have been carried out by the Royal Aircraft Establishment at Farnborough. It was found that the operation of coupling the two machines and of transferring the fuel was easily accomplished.

In the future, therefore, long distance air passengers will have the monotony of their journey broken when one of the flying fuel tanks, tearing along close overhead, lets down a pipe and feeds the express with petrol while travelling at over 100 m.p.h. Arrangements could be made for mails for intermediate stations to be taken off and landed by the tank machine.

BACHELOR PRINCE.

Another Crop Of Rumours.

Rumours of the Prince of Wales' marriage prospect are reviving automatically with the wind-up of the South American tour, says a London message. The only indication that to-day's reports are no more true than were the same reports years ago, is that the Prince seems to enjoy his freedom from matrimony with greater zest.

Continental princesses and American heiresses are among the new crop of possibilities but it is generally expected that when the Prince marries he will choose an English girl; perhaps of higher rank than Lady Elizabeth Bowes-Lyon, daughter of the Earl of Strathmore. The continental field is limited owing to politics and differences in religion—for the British Queen is always a Protestant. Also the old-fashioned type of state-arranged marriage is unpopular in England since the war.

The Prince is 31 years old, and the fact that most princes marry younger is worrying many elderly women in England who are inclined to gossip.

RUSSIAN FILMS.

To Be Shown Ahead.

Moscow, October 12.—Italian and American cinema firms are negotiating with Russian producers for the exportation of Soviet films, for which there is a growing demand abroad. Among the films to be shortly sent to Italy, Germany, America and France are: "The Cross-Country Automobile Race," "The Moslem Woman," "Lena Goldfields," etc.

The "Red Star" cinema company has released a scientific film just completed, entitled "Rejuvenation." The film is the result of three years' work under the guidance of leading scientific specialists.—Soviet (Tass) Agency.

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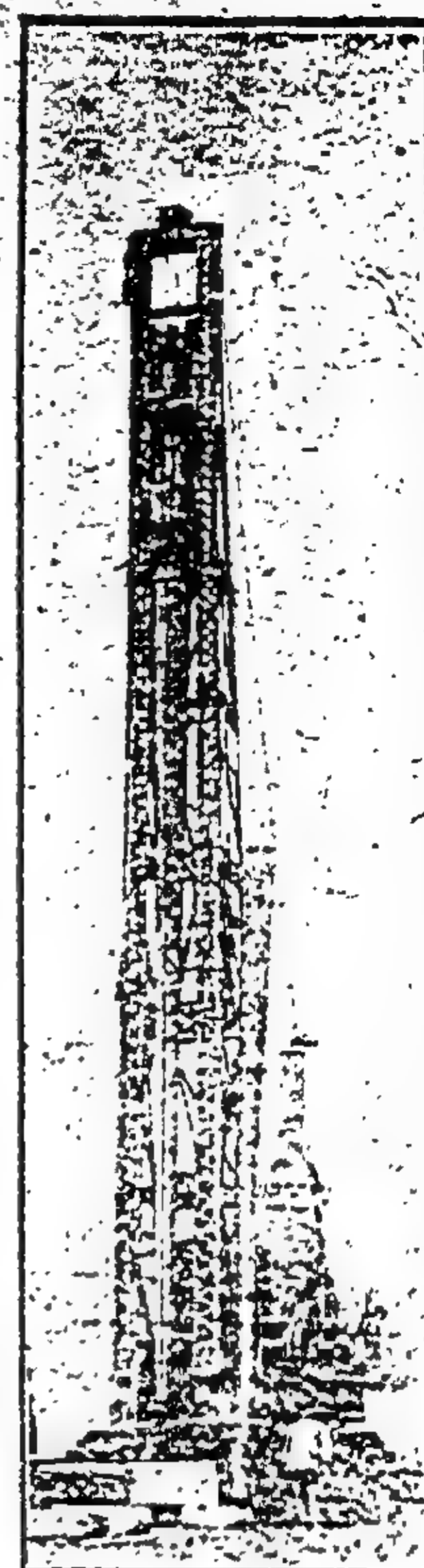
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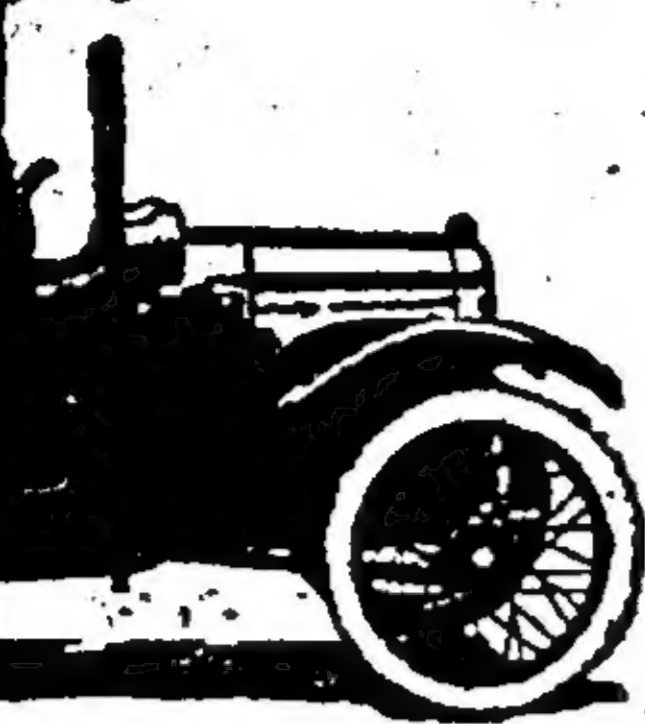
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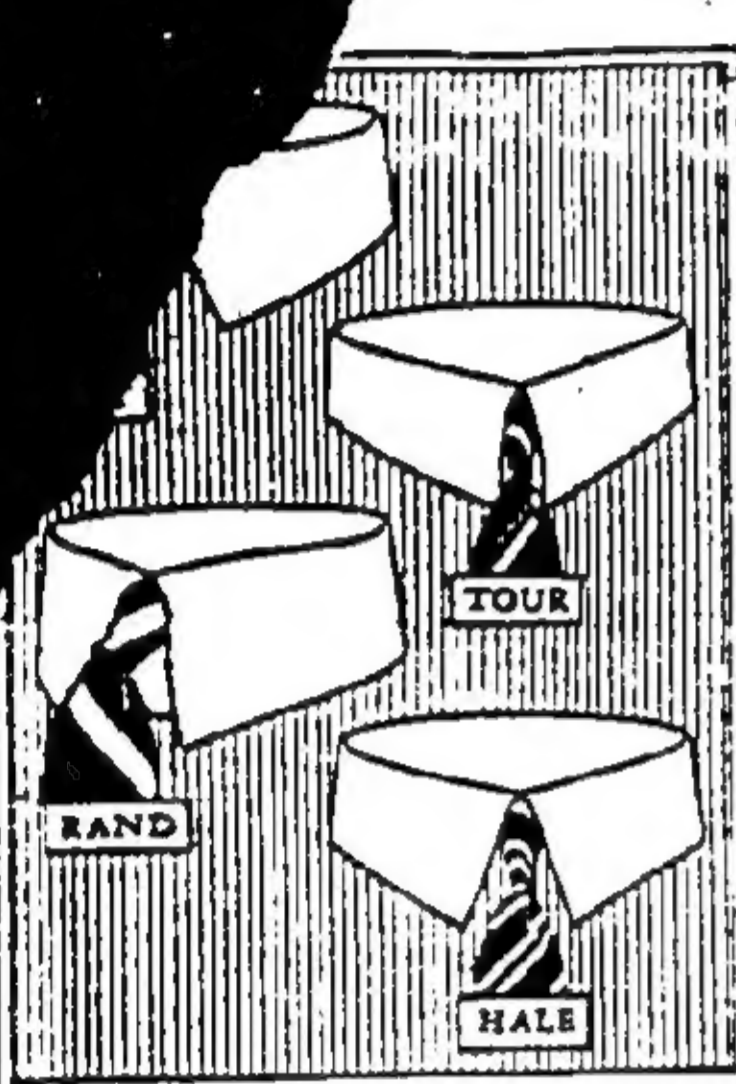
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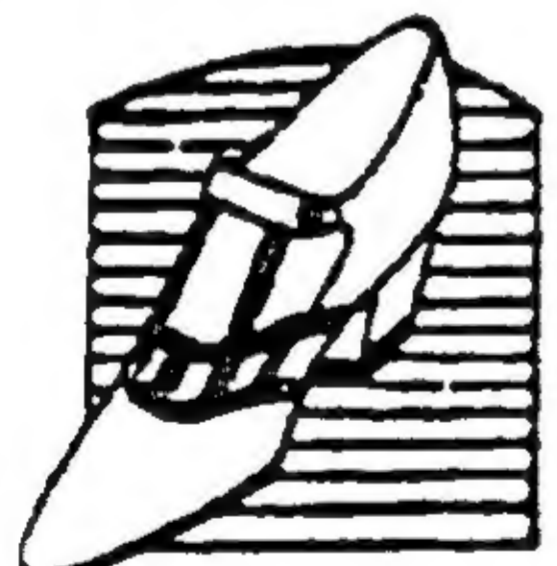
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BRANCHES: - BANGKOK -
SHANGHAI
Correspondents: - London: West-
minster Bank, Ltd.; New York:
National City Bank; San Francisco:
Union Trust Co. of San Francisco;
Authorized Capital - - - \$5,000,000
Paid Up Capital - - - \$1,500,000
Modern banking in all its branches
Current accounts savings accounts
and fixed deposits solicited. Loans
granted on approved security.
Overseas banking a speciality.
INTEREST: - Current accounts 2 per
cent savings 4 per cent. Fixed Deposits:
3 months 4 per cent, 6 months 4 1/2 per
cent, one year 5 per cent.
Safe Deposits, Boxes for Rent.
Our Vanities safeguarded by time
clocks and double combinations.
Armour plate steel doors.
J. Y. LUM,
Manager.

INTERNATIONAL BANKING
CORPORATION.

(Owned by the National City Bank of
New York).

Capital and Surplus - - - U.S. \$1,000,000
HEAD OFFICE:
60, Wall Street, New York
LONDON OFFICE:
35 Bishopsgate, E.C.

BRANCHES:
Barcelona, Osaka
Batavia, Panama
Bombay, Peking
Calcutta, Puerto Plata
Canton, Rangoon
Colon, San Francisco, Cal.
Hankow, San Pedro de Macoris
Harbin, Santiago de los Caballeros
Hongkong, Santo Domingo
Kobe, Shanghai
La Vega, Tientsin
Madrid, Tokyo
Manila, Yokohama

Commercial and Travellers' Letters of
Credit, Bills of Exchange and Cable
Transfers bought and sold. Current
accounts and Savings Bank accounts
opened and Fixed Deposits in local and
foreign currencies taken at rates that may
be ascertained on application to the Bank.
We are also able to offer our Customers
the services of Branches of the National
City Bank of New York in the principal
countries of South America and in the
West Indies.
G. HOGG,
Manager.
5 Queen's Road Central, Hongkong.

THE YOKOHAMA SPECIE
BANK LTD.

Established 1830.
Capital (fully paid up) - - - Y. 100,000,000
Reserve fund - - - Y. 85,500,000
HEAD OFFICE: - YOKOHAMA.
Branches and Agencies at
Batavia, Kobe, Semarang
Bombay, London, Soerabaya
Buenos Ayres, Lyons, Rangoon
Calcutta, Los Angeles, San Francisco
Canton, Manila, Seattle
Chungking, Nagasaki, Shanghai
Dairen, Nagoya, Singapore
(Dairen), Newchwang, Shimonoseki
Fengtien, Osaka, Sydney
Hankow, New York, Tientsin
Hartford, Peking, Tokyo
Honolulu, Rio de Janeiro, Tientsin
Harbin, Karachi, Vladivostok
Kai Yuen, Saigon.
Interest allowed on Current Accounts.
Deposits received for fixed periods at
rates to be obtained on application.
Mr. C. ARIMA,
Manager.
Hongkong, March 11th 1925.

SOCIETE FRANCAISE DE
GERANCE.

DE LA BANQUE INDUSTRIELLE
DE CHINE.
ETABLISSEMENT FRANCO
CHINOIS.
(Incorporated in France).
5, Chater Road, Victoria, Hongkong.
HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital France - - - Fr. 10,000,000.00
Reserves France - - - Fr. 10,790,000.00

Working fund provided by
THE BANQUE INDUSTRIELLE
DE CHINE
France 50,000,000
BANKERS:
FRANCE - Societe Generale Banque
Nationale de Credit, Banque de
Paris-et des Pays Bas.
LONDON - Midland Bank Ltd.
NEW YORK - Irving Bank, Columbia
Trust Co.

Every description of Banking and
Exchange Business Transacted. Corre-
spondents throughout the world.
A. ROLLIN,
Manager.

THE CHARTERED BANK OF
INDIA, AUSTRALIA & CHINA.

(Incorporated by Royal Charter 1853.)
Paid-up Capital - - - £3,000,000
Reserve Fund - - - £4,000,000
Reserve Liability of Proprietors £3,000,000
Foreign Exchange and General Banking
business transacted.
Current Accounts opened and Fixed
Deposits received for 1 year or shorter
periods at rates which will be quoted on
application.
A. H. FERGUSON,
Manager.

THE BANK OF EAST ASIA
LIMITED.

HEAD OFFICE: - HONGKONG.
Authorized Capital - - - \$10,000,000
Paid-up Capital - - - 5,000,000
Reserve Fund - - - 1,000,000
DIRECTORS
Hon. Mr. Chow Shou Son - Chairman
Fung Ping Shan, Mok Ching Kong
Li Koon Chun, Wong Yun Tong
P. K. Kwok, Hayan Tai
Ng Ching Luk, Kan Yan Po
Yong Wai Tung, Chan Ching Shuk
Every description of Banking and
Exchange business transacted. Loans
granted on approved securities.
SAFE DEPOSIT BOXES to let.
KANG TONG PO
Chief Manager.

BANQUE DE L'INDO-CHINE
(BRANCH BANK.)

HEAD OFFICE:
80, Boulevard Haussmann, Paris.

Capital - - - Fr. 72,000,000.00
Paid-up Capital - - - Fr. 68,400,000.00
Reserves - - - Fr. 38,567,263.54

BRANCHES & AGENCIES:
Bankok, Hongkong, Saigon
Batavia, Managua, Shanghai
Canton, Noumea, Singapore
Djibouti, Papeete, Tientsin
Haiphong, Peking, Tourane
Hankow, Pnom-Penh, Vladivostok
Hanoi, Pondicherry, Yunnanfo.

BANKERS:
In FRANCE: - Comptoir National
d'Escompte de Paris; Credit
Lyonnais; Banque de Paris et des
Pays-Bas; Credit Industriel et
Commercial; Societe Generale.
In LONDON: - The National Pro-
vincial and Union Bank of England,
Ltd.; Comptoir National d'Escompte
de Paris; Credit Lyonnais.
In NEW YORK: - J. P. Morgan & Co.
Interest allowed on Current Accounts
and Fixed Deposits according to arrange-
ment.
Every description of banking and
exchange business transacted.
A. LECOT,
Manager.

NEDERLANDSCHE HANDEL
MAATSCHAPPIJ.
(Netherlands Trading Society).
BANK.

Established 1824
Hongkong Branch established 1906.
Authorized Capital Guilders - - - 150,000,000
Paid-up Capital Guilders - - - 80,300,000
Reserve Fund Guilders - - - 20,336,861
Special Reserves Guilders - - - 22,660,000
HEAD OFFICE: - AMSTERDAM.
Eastern HEAD OFFICE: - BATAVIA.

BRANCHES: -
Bandjermasin, Kota-Radja, Rotterdam
Bandong, Macassar, Samarang
Bombay, Medan, Shanghai
Calcutta, Padang, Soerabaya
Charbon, Palembang, Soerakarta
Djember, Soekarno, Soerakarta
Djokjakarta, Penang, (Sole)
Kobe, Pontianak, Tjilatjap, and
The Hague, Rangoon, Weltevreden
London Bankers: - National Provincial
Bank, Ltd.
Correspondents all over the world.
BANKING BUSINESS OF EVERY
DESCRIPTION.
M. J. HERBSCHLEB,
Agent.

THE P. & O. BANKING
CORPORATION, LTD.

(Incorporated in England 1920)
With which is affiliated
THE ALLAHABAD BANK, LTD.
INDIA.
Authorized Capital - - - £5,000,000
Subscribed and Paid-up - - - £2,594,160
Reserve Fund - - - £160,000
HEAD OFFICE:
122, Leadenhall London E.C.
WEST LONDON BRANCH:
14-16, Cockspur Street, London S.W.1.
EASTERN BRANCHES:
Bombay, Calcutta, Karachi, Madras,
Colombo, Singapore, Hongkong,
Canton and Shanghai.
The Corporation undertake General
Banking and Exchange Business of every
description and in addition to its Branches
has Agencies in all the principal cities of
the world.
L. E. HOPKINS,
Manager.
22, Des Voeux Road Central, Hongkong.

THE HO HONG BANK, LTD.

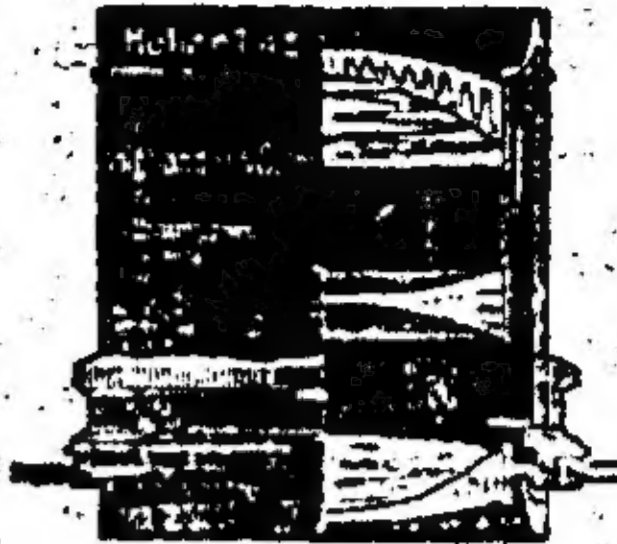
(Established 1917.)
CAPITAL:
Authorized Capital - - - \$20,000,000
Issued - - - 8,000,000
Paid-up - - - 4,000,000
Reserve liabilities of
Shareholders - - - 4,000,000
Surplus - - - 825,000
HEAD OFFICE: - SINGAPORE.
Branches, Agencies and Correspondents
in the principal cities of the world.
Every description of Banking and
Exchange business transacted.
H. L. HUANG,
Manager.

FOR ATTENTION OF MASTERS
OF NORTH-BOUND STEAMERS.

As during the North-East
Monsoon there is always a
possibility of North-bound steamers
running short OF BUNKER
COAL, this is to inform you that
TAIT & CO., AMOY, (a well
protected port with good anchor-
age) have stocks of GOOD
JAPANESE BUNKER COAL
AT REASONABLE PRICES.
Wireless messages via Hong-
kong or Formosa are re-trans-
mitted by the Great Northern
Telegraph Co. and a wire to
TAIT & CO. "COALBUNKER"
AMOY, will receive their prompt
attention.
Code, Bentley's Complete
Paras Condensed.

Mrs. J. CRAWFORD,
Massage Hall
No. 14, Zetland Street.

Voigtländer



HELIAR 1:4, 5

THE LENS THAT MADE MR. MATZNER FAMOUS!

SANDER, WIELER & CO.

TEL. C. 4411

1ST FLOOR POWELL'S BUILDING.



TRAVEL via CANADA.

THE NEW AND DIFFERENT ROUTE
OF
CANADIAN NATIONAL RAILWAYS.

Daily trains Vancouver to Montreal. Finest
Rocky Mountain Scenery in North America viewed
in daylight from trains.
All trains equipped with latest improvements
for comfort and safety.
Radio service on route - Observation Cars.
Dining Car service of highest standard with
moderate charges.
Bookings arranged on all Steamship Lines.
Descriptive booklets and complete information
gladly supplied.

ASIATIC
BLDG. C.N.R. TELEPHONE
Queen's Rd. C. C2004

GREAT WINTER
SALE

Commencing Saturday
October 31st

BIG BARGAINS

IN
EVERY DEPARTMENT

Yee Sang Fat Co.

THE NAVY'S CHOICE

Coates'
ORIGINAL

PLYMOUTH GIN

OBTAINABLE EVERYWHERE

PACIFIC SHIPPING

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE

"CALCHAS" 3rd Nov. Marseilles, London, R'dam & H'burg.
 "SARPEDON" 18th Nov. Marseilles, London, R'dam & Glasgow.
 "TROILOS" 1st Dec. Marseilles, London, R'dam & H'burg.
 "PATROCLUS" 15th Dec. Marseilles, London, R'dam & Glasgow.

LIVERPOOL SERVICE

"AJAX" 2nd Nov. Genoa, Havre, Liverpool & Glasgow.
 "DIOMEDES" 12th Nov. Genoa, Havre, L'pool & Glasgow.
 "MENELAOS" 1st Dec. Genoa, Havre, L'pool & Glasgow.

PACIFIC SERVICE

Via KOBE & YOKOHAMA.
 "TYNDAREOS" 21st Nov. Victoria, Vancouver & Seattle.
 "ACHILLES" 18th Dec. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"PYRRHOS" 19th Nov. Boston, New York & B'more via Suez.
 "KEEMON" 7th Dec. Boston, New York & B'more via Suez.

PASSENGER SERVICE

"SARPEDON" 18th Nov. Singapore, Marseilles & London.
 "PATROCLUS" 15th Dec. Singapore, Marseilles & London.
 "ANTENOR" 13th Jan. Singapore, Marseilles & London.
 "HECTOR" 3rd Mar. Singapore, Marseilles & London.
 "SARPEDON" 7th April. Singapore, Marseilles & London.

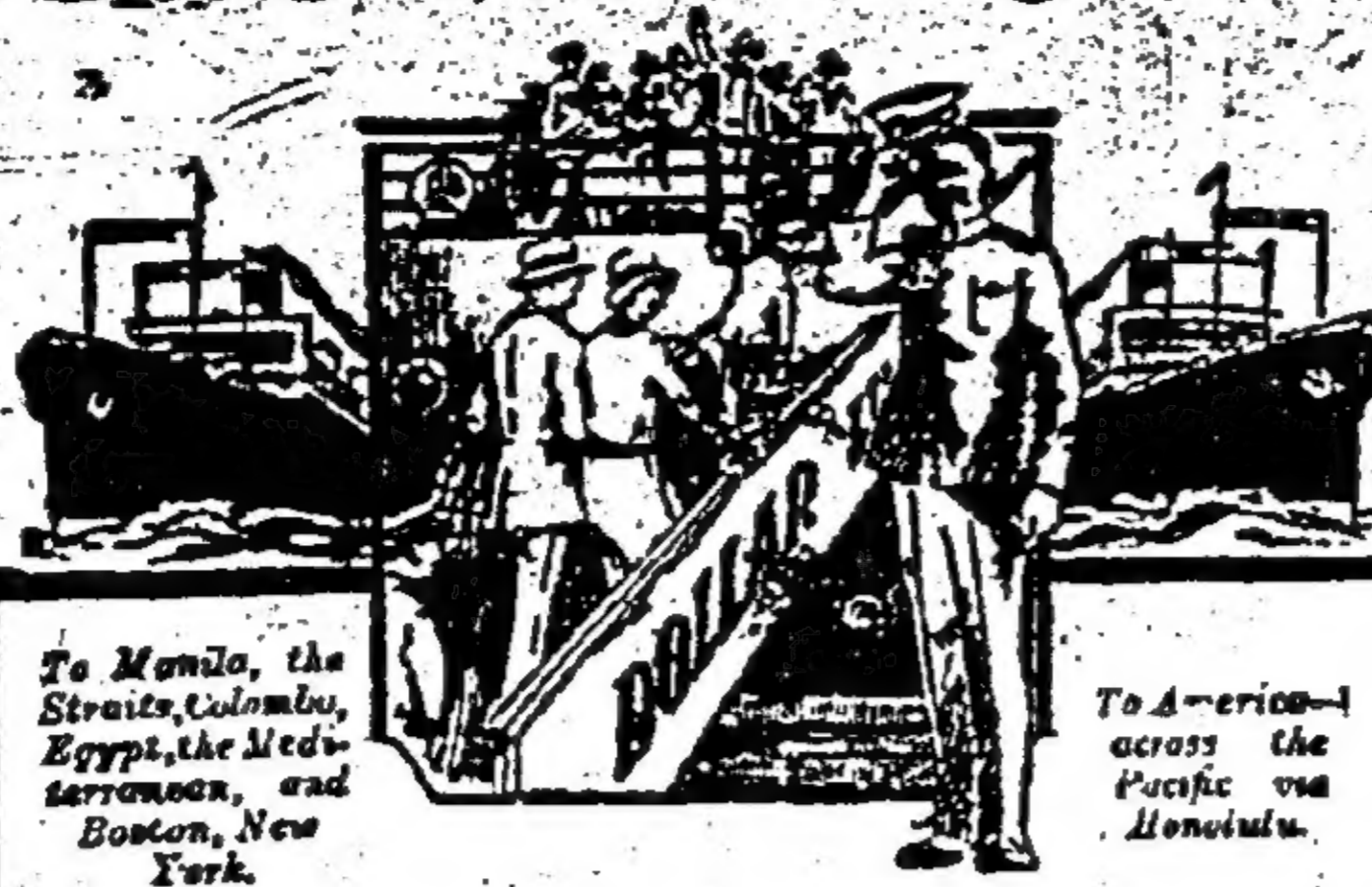
Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:-

Butterfield & Swire.

Agents.

TWO-WAY SERVICE



Whether you're traveling east or west, DOLLAR President Liners will carry you. Eastbound they afford two sailings each month. Westbound they offer four sailings each month, as far as Manila—thence to Singapore and beyond, round-the-world, on fortnightly schedule.

With most frequent and convenient service, these great oil-burning liners are notable for their speed and steadiness. All staterooms are outside rooms, with real beds (not berths) and luxurious furnishings. DOLLAR Line cuisine is world-famous.

STOPOVERS ALLOWED AT ANY PORT OF CALL

Eastbound: Shanghai, Kobe, Yokohama, Honolulu.
 Westbound: Manila, Singapore, Penang, Colombo, Suez, Port Said, Alexandria, Naples, Genoa, Marseilles, New York—and ten other ports round-the-world.

NEXT SAILINGS

EASTBOUND	WESTBOUND
PRESIDENT LINCOLN Nov. 7, 5.00 p.m.	PRES. CLEVELAND Nov. 13, 8.00 a.m.
PRES. CLEVELAND Nov. 21, 5.00 p.m.	PRESIDENT MONROE Nov. 24, 3.00 p.m.

ACROSS THE PACIFIC TO SAN FRANCISCO

FOR PASSENGER OR FREIGHT RATES, APPLY TO

DOLLAR STEAMSHIP LINE

HONG KONG AND SHANGHAI BANK BUILDING, GROUND FLOOR,
 No. 4, DES VOEUX ROAD, HONG KONG
 Telephone: Central 2477, 2478 and 795

CANADIAN PACIFIC

EMPRESS EXPRESS
QUICKEST TIME ACROSS THE PACIFIC
LARGEST, FASTEST & MOST LUXURIOUS
STEAMSHIPS.

Special FARES to EUROPE
 £120 £112 £83 £80
 (Payable in Local Currency.)
 (BOOKINGS NOW OPEN FOR 1926.)
 VICTORIA AND VANCOUVER
 via SHANGHAI & JAPAN PORTS.

STEAMERS	Hongkong	Shanghai	Kobe	Tokyo	Yokohama	Vancouver
EMPRESS OF RUSSIA	Nov. 12	Nov. 15	Nov. 18	Nov. 21	Nov. 24	Nov. 30
EMPRESS OF AUSTRALIA	Nov. 27	Nov. 30	Dec. 2	Dec. 5	Dec. 8	Dec. 14
EMPRESS OF ASIA	Jan. 7	Jan. 10	Jan. 13	Jan. 16	Jan. 19	Jan. 25
EMPRESS OF CANADA	Jan. 22	Jan. 25	Jan. 28	Jan. 31	Feb. 3	Feb. 9
EMPRESS OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 14	Feb. 17	Feb. 23
EMPRESS OF AUSTRALIA	Feb. 19	Feb. 22	Feb. 25	Feb. 28	Mar. 2	Mar. 8
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 14	Mar. 17	Mar. 23
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 28	Mar. 31	Apr. 6
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 11	Apr. 14	Apr. 20
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 25	Apr. 28	May 4
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 9	May 12	May 18
EMPRESS OF CANADA	May 14	May 17	May 20	May 23	May 26	May 31
EMPRESS OF RUSSIA	May 28	May 31	Jun. 3	Jun. 6	Jun. 9	Jun. 15
EMPRESS OF AUSTRALIA	Jun. 11	Jun. 14	Jun. 17	Jun. 20	Jun. 23	Jun. 29
EMPRESS OF ASIA	Jun. 25	Jun. 28	Jul. 1	Jul. 4	Jul. 7	Jul. 13

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Nov. 5	Nov. 7	E/RUSSIA	Nov. 7
Dec. 3	Dec. 5	E/ASIA	Dec. 6
Dec. 18	Dec. 20	E/CANADA	Dec. 21

Passenger Department: Tel. C. 752. Freight and Express: Tel. C. 42.

JAVA-CHINA-JAPAN-LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjikarang	Batavia	1st Nov.	3rd Nov.	Shanghai
Celebes	Java	3rd Nov.	5th Nov.	Batavia
Tjimanock	Japan	3rd Nov.	5th Nov.	M'sar. & S'baia
Tjibodas	Amoy	3rd Nov.	5th Nov.	Japan
Tjibesar	Java	3rd Nov.	5th Nov.	M'sar. & S'baia
Tjilatjap	N. China	13th Nov.	14th Nov.	Shanghai
Tjisalak	Batavia	15th Nov.	17th Nov.	Batavia
Tjileboet	Japan	19th Nov.	21st Nov.	Amoy & S'hai
Tjikini	Java	20th Nov.	22nd Nov.	Japan
Tjitaroem	Java	24th Nov.	25th Nov.	Amoy & S'hai
Tjililwong	Java	27th Nov.	29th Nov.	M'sar. & S'baia
Tjikini	Shanghai	9th Dec.	10th Dec.	M'sar. & S'baia

†Via Macassar
 *Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the
 Java-China-Japan Lijn.

All damaged packages be examined on Wednesday, the 4th November at 10 a.m. Messrs. Goddard & Douglas. No fire insurance has been effected.

R. RODENFUSER
 Agent.
 Hongkong 29th. Oct., 1925.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE

From EUROPE

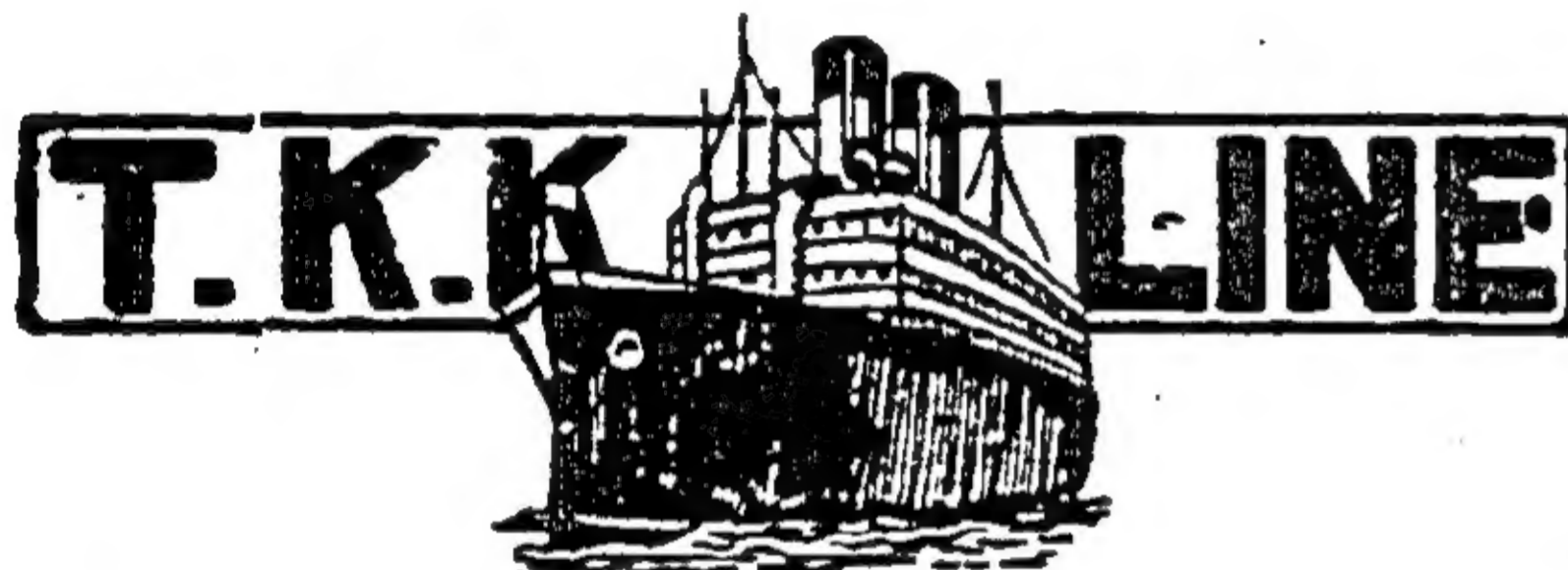
The Steamship "CITY OF BARODA" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 4th Nov., 1925, will be subject to Rent.

All Claims against the Steamer must be presented to the Under-Signed on or before 11th Nov., 1925, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week. No Fire Insurance has been effected.

Bills of Lading will be countersigned by
 THE BANK LINE, LTD.,
 General Agents.



HONGKONG—SAN FRANCISCO LINE

via SHANGHAI, NAGASAKI, KOBE & YOKOHAMA

Connecting at San Francisco with Southern Pacific,
 Santa Fe & Western Pacific Railroads.

Sailing from Hongkong

S.S. "KOREA MARU"

(20,000 Tons Displacement)

will be despatched

Tuesday, November 3rd, at Noon.

Proceeds up River and berths alongside Mantetsu wharf at Shanghai
 REDUCED FARE TO EUROPE.

First Class £120 Cabin Class on Atlantic £112 Second Class £80

SOUTH AMERICAN LINE

The only direct service between Orient and South
 America via Japan, Hawaii, San Francisco,
 Los Angeles, Mexico, Panama, Peru & Chile.

Sailings from Hongkong

BORUYO MARU November 26th.
 RAKUYO MARU January 20th.

Y. TSUTSUMI, Manager.

King's Building.

Agent at Canton:
 Messrs. T. E. GRIFFITH, Ltd. Tel. C. 2374 & 2375

HOLLAND EAST ASIA LINE

OF THE

United Netherlands Navigation Company.



Regular four-weekly service between
 Japan, Vladivostok, China, Hongkong,
 Manila, Singapore

Genoa, Marseilles, Rotterdam, Amsterdam,
 Hamburg, Bremen and North
 Continental Ports.

Arrivals From Europe.

S.S. WESTERDYK 17th Nov.
 S.S. OLDEKERK 15th Dec.

Sailings for Genoa, Marseilles, R'dam, A'dam, Hamburg & Bremen.

S.S. OOSTERK 3rd Nov.
 S.S. OLDEKERK 30th Nov.
 S.S. WESTERDYK 28th Dec.

All steamers have a limited accommodation for passengers.
 For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN.

Tel. Central No. 1574 Agents. York Building

AMERICAN
ORIENTAL MAIL LINE

"TRANS-PACIFIC EXPRESS SERVICE"

SEATTLE & VICTORIA

SHANGHAI—KOBE—YOKOHAMA.

S.S. "PRESIDENT JEFFERSON" November 5th, 5.00 p.m.
 S.S. "PRESIDENT GRANT" November 17th, 5.00 p.m.
 S.S. "PRESIDENT MADISON" November 29th, 5.00 p.m.

EUROPE

See Seattle-Chicago-New York

First Class on the Pacific. First Class on American or Canadian
 Railway. First Class and Monoclass on the Atlantic. Choice of Trans-
 Continental Railways. Any Line on the Atlantic. Through accommo-
 dation and Booking Arranged.

FOR MANILA

S.S. "PRESIDENT GRANT" November 9th, 5.00 p.m.
 S.S. "PRESIDENT MADISON" November 21st, 5.00 p.m.
 S.S. "PRESIDENT JACKSON" December 3rd, 5.00 p.m.

TRAVEL FIRST CLASS ON A FIRST CLASS STEAMER

Through Bills of Lading to all United States and Canadian Overland
 points, also via Panama Canal Lines to Atlantic Ports.
 Copies of this paper on file in our Office SEATTLE, CHICAGO,
 NEW YORK.

For passage and Freight Booking apply to
 AMERICAN ORIENTAL MAIL LINE
 OPERATED FOR

United States Shipping Board
 by Admiral Oriental Line, Managing Operators
 Hongkong and Shanghai Bank Building, Ground Floor.
 Telephone Central 2477, 2478 & 796. No. 4, Des Voeux Road.

POST OFFICE NOTICE.

Postage stamps should be affixed in the right-hand top corner of the address side of all postal articles.

The Radio Service has reverted to normal hours of working. Messages may be handed in at any hour of the day or night during General Post Office hours at Radio Counter, Main Hall, at all other times messages should be taken through the corner entrance at Pedder Street and Des Voeux Road to the Radio Office on the 3rd floor of the building. These doors will be closed after 10 p.m. but admittance may be obtained by ringing the night-bell.

Radio Traffic with Canton is suspended until further notice.
 Interport Radio Telegrams are subject to delay.
 Messages in Code must have name of Code used included in text.

INWARD MAILS.

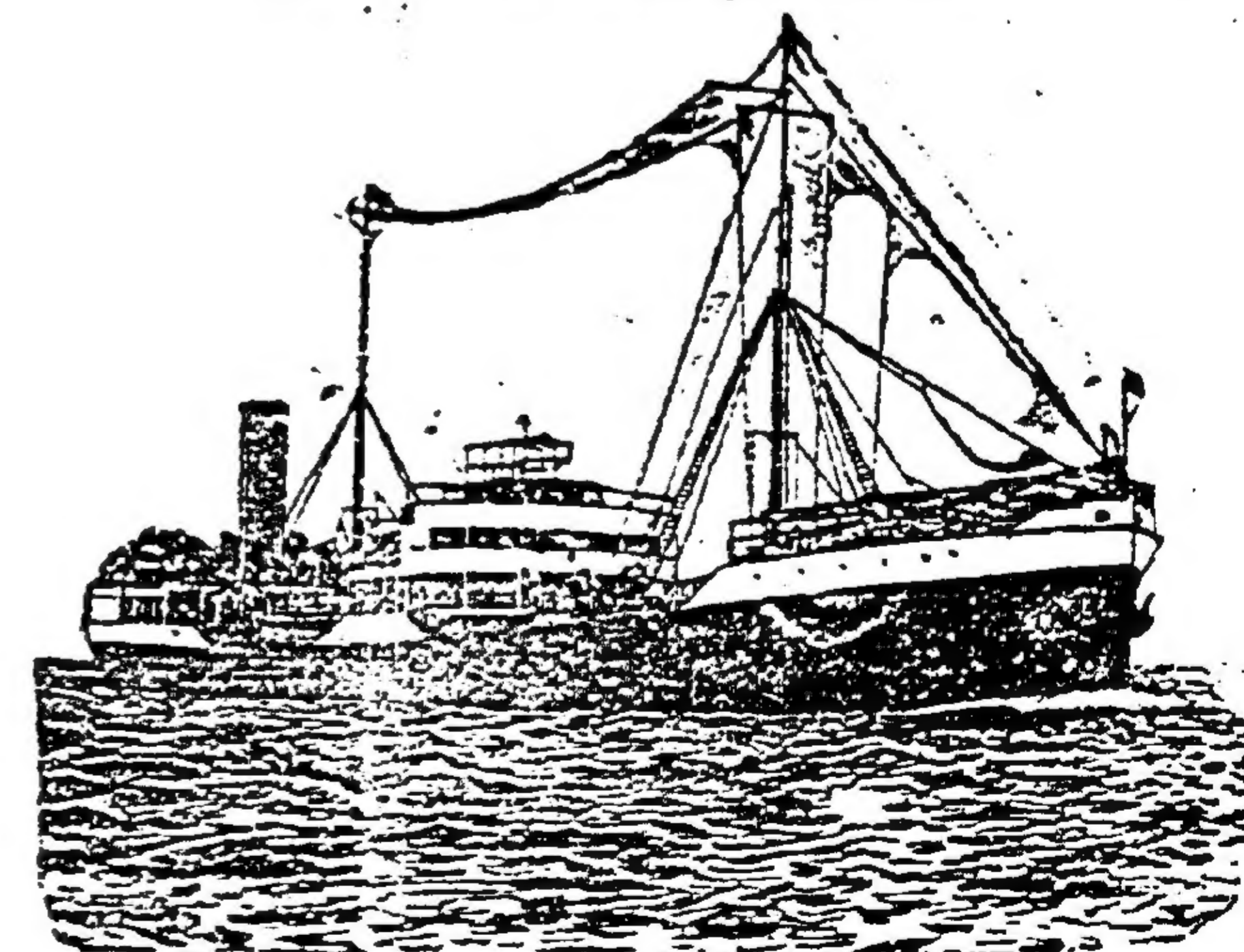
From	Per	Due
Shanghai	Sinking	October 31.
Straits	Santhia	November 1.
Europe via Suez (Letters and papers)	Kalyan	November 1.
London 1st October	St. Albans	November 1.
Japan	Haruna Maru	November 2.
Straits	Sunning	November 2.
Shanghai and Europe via Siberia	Calchas	November 2.
Manila	Pres. Jefferson	November 4.
Japan	Rakozaki Maru	November 6.
Australia and Manila	Tanda	November 8.
U.S.A., Canada, Japan and Shanghai	Pres. Grant	November 8.
Manila	Pres. Grant	November 10.
Straits	Kamo Maru	November 10.
Japan	Mishima Maru	November 11.
Australia and Manila	Tango Maru	November 13.

*Correspondence bearing vessel's name only.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG;
 Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;
 Western Union and Watkins, Benson's Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
 Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"

412' 0" x 53' 1" x 31' 0" x 8,400 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK
 to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar
 vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager:-

R. M. DYER, B. SC. M.I.N.A., Kowloon Dock, Hongkong.

SHIP AND LINES.

AND
via Suez Canal
to Australia,
S. Africa, Ceylon,
India, etc.
MAIL STEAMERS
(SCHEDULE.)

Destination	Steamer	Day
London & Antwerp	MASSILLON	1st Nov.
London & Antwerp	MASSILLON	1st Nov.
London & Antwerp	MASSILLON	1st Nov.
London & Antwerp	MASSILLON	1st Nov.
London & Antwerp	MASSILLON	1st Nov.
London & Antwerp	MASSILLON	1st Nov.
London & Antwerp	MASSILLON	1st Nov.
London & Antwerp	MASSILLON	1st Nov.
London & Antwerp	MASSILLON	1st Nov.
London & Antwerp	MASSILLON	1st Nov.

APCAR SAILINGS

Destination	Steamer	Day
Singapore, Penang & Calcutta	MASSILLON	1st Nov.
Singapore, Penang & Calcutta	MASSILLON	1st Nov.
Singapore, Penang & Calcutta	MASSILLON	1st Nov.
Singapore, Penang & Calcutta	MASSILLON	1st Nov.
Singapore, Penang & Calcutta	MASSILLON	1st Nov.
Singapore, Penang & Calcutta	MASSILLON	1st Nov.
Singapore, Penang & Calcutta	MASSILLON	1st Nov.
Singapore, Penang & Calcutta	MASSILLON	1st Nov.
Singapore, Penang & Calcutta	MASSILLON	1st Nov.
Singapore, Penang & Calcutta	MASSILLON	1st Nov.

but Omits Sandakan
S. Co., Ltd. steamers will also call at Shanghai, Hanoi, Cebu,
Manila, Timor, Darwin, or other ports en route as inducement offers.
Connections from Australia with the following—
S. Co.'s Steamers to the United Kingdom via New Zealand,
France, etc.
O. Royal Mail Steamers to London via Suez Canal.
O. Branch Service of Steamers to London via the Cape.
New Zealand Shipping Co.'s Steamers for Southampton and London via
Australia.

SAILINGS TO SHANGHAI & JAPAN.

Destination	Steamer	Day
Shanghai, Moji & Kobe	MASSILLON	1st Nov.
Shanghai, Moji & Kobe	MASSILLON	1st Nov.
Shanghai, Moji & Kobe	MASSILLON	1st Nov.
Shanghai, Moji & Kobe	MASSILLON	1st Nov.
Shanghai, Moji & Kobe	MASSILLON	1st Nov.
Shanghai, Moji & Kobe	MASSILLON	1st Nov.
Shanghai, Moji & Kobe	MASSILLON	1st Nov.
Shanghai, Moji & Kobe	MASSILLON	1st Nov.
Shanghai, Moji & Kobe	MASSILLON	1st Nov.
Shanghai, Moji & Kobe	MASSILLON	1st Nov.

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 24ft. x 2ft. x 1ft. will be
received at the Co's Office up to noon on the day previous to sailing
For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & Co.,
P. & O. Bldg., Connaught Rd., C.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

HOMEWARDS.

Vessel	Day	Leaves Hongkong
GLENSANUA	4th Nov.	1st Nov.
GLENBEG	12th Nov.	1st Nov.
GLENTARA	20th Nov.	1st Nov.
C. R. PARVO SHIRE	10th Dec.	1st Nov.
GLENSHIEL	24th Dec.	1st Nov.

Movements are subject to change without notice.
For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.

AGENTS THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3696.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong

S.S. "EURYLOCHUS"	via Suez Canal	19th Oct.
S.S. "LANGTON HALL"	via Suez Canal	26th Oct.
S.S. "PYRRHUS"	via Suez Canal	19th Nov.
S.S. "CITY OF EVANSVILLE"	Suez Canal	28th Nov.

*Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal.
Owners option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON: JARDINE MATHESON & Co. Ltd. CANTON



ASAHI BEER

BREWED BY

DAI NIPPON BEWERY

Co., Ltd.

TOKYO JAPAN

Specially Brewed for Export

Sole Agents—

Mitsui Bussan Kaisha, Ltd.

HONGKONG

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan.
Through Bills of Lading issued to all Overland Companies in
U.S.A. and Canada.

Through passage rates to Europe via America U. S. 1400. G. 1420. G. 1440

KAGA MARU ... Thursday, 19th Nov at 11 a.m.
IYO MARU ... Wednesday, 15th Dec.
MARSEILLES, LONDON & ANTWERP via Singapore & Port.
HAKOZAKI MARU ... Saturday, 7th Nov. at 11 a.m.
HAKUSAN MARU ... Saturday, 21st Nov.
KITANO MARU ... Saturday, 5th Dec.

HAMBURG via LONDON & ROTTERDAM & Port.
TADJIMA MARU ... Tuesday, 8th Dec.
LIVERPOOL via ADEN & MARSEILLES, GLESGOW

DELAGO MARU ... Monday, 7th Dec.
SYDNEY & MELBOURNE via Manila & Port.
MISHIMA MARU ... Wednesday 18th Nov at 11 a.m.
TANGO MARU ... Wednesday, 23rd Dec.

NEW YORK and/or BOSTON via PANAMA.
TAKAOKA MARU ... Thursday, 19th Nov.
BUENOS AIRES via Singapore, Durban & Cape Town.

AWA MARU ... Monday, 2nd Nov.
BOMBAY via Singapore & Colombo ... Tuesday, 13th Nov.
TOKUJIMA MARU ... End of Nov.

CALCUTTA via Singapore, Penang & Rangoon.
CEYLON MARU ... End of Nov.
NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Wednesday, 28th Nov.
SHANGHAI, KOBE & YOKOHAMA.
HARUNA MARU ... Monday, 2nd Nov. at noon.

SADO MARU ... Wednesday, 4th Nov.
KAMO MARU ... Tuesday, 17th Nov.
KATARI MARU ... Tuesday, 1st Dec.

For further information apply to— NIPPON YUSEN KAISHA.
Tel. Central Nos. 292, 293 & 2422. S. KINOSHITA, Manager.

DODWELL & CO., LTD.

NEW YORK BERTS.

FOR NEW YORK & BOSTON via SUEZ.
S.S. "BOWEN CASTLE" ... Sails 2nd Nov.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT
SERVICE FOR BRINDISI, VENICE
AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILL OF LADING
TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI
VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.
S.S. "SILVIO PELLICO" ... Sails about 10th Oct.

S.S. "FIUME-L" ... Sails about 10th Nov.
S.S. "PERSIA" (cargo only) ... Sails about 12th Nov.
M.S. "VIMINALE" ... Sails about 10th Dec.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.
S.S. "FIUME-L" ... Sails about 1st Dec.
M.S. "VIMINALE" ... Sails about 31st Dec.

NATAL LINE OF STEAMERS.

S.S. "UMSINGO" ... Sails from Calcutta 5th Dec.
Sails from Colombo 15th Dec.

Regular Passenger and Cargo Service to South African Ports
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1030.

Agents.

COMPANIA TRANSATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID.

BARCELONA & OTHER SPANISH PORTS.

ISLA DE PANAY ... 23rd Oct.
LEGAZPI ... 19th Dec.

YOKOHAMA, KOBE, MOJI & SHANGHAI.
ISLA DE PANAY ... 5th Oct.
LEGAZPI ... 30th Nov.

The steamers of this Company are all classed 100 A1 at Lloyd's
and are fitted with every modern convenience for comfort and safety
of passengers. Stewardess and Doctor carried.

For particulars of freight or passage apply—

BOTELHO BROS.

Tel. 1331. Alexandra Buildings, Hongkong.
O. D. BARRETT, Ltd., 28, Central Avenue. B. C.

HONGKONG, CANTON & MACAO STEAMERS.

CANTON LINE—Sailings from Hong-
kong daily at 8 a.m. (Sundays excepted) Sailings
from Canton daily at 8 a.m. (Mondays excepted)

MACAO LINE—Sailings from Hongkong
daily at 8 a.m. and 2 p.m. daily (Sundays, 9.00 a.m.
only); and from Macao at 8 a.m. and 2 p.m.
(Sundays, 3.30 p.m. only.)

SUNDAY EXCURSION.
On Sunday 1st Nov., s.s. KINSHAN will leave
Hongkong at 9.00 a.m. from Company's Wing Lok
Street Wharf, and leave Macao at 3.30 p.m.

THE HONGKONG, CANTON & MACAO, STEAMSHIP Co., Ltd.

COAST SHIPPING.

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "LANGTON HALL" via Suez Canal. 28th October.
S.S. "CITY OF EVANSVILLE" ... 28th November.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

Loading for Manila, Boston, New York.

M.V. "FORREBANK" via Suez Canal 1st November.
AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF TOKIO" ... 28th October.
For London, Dunkirk, Rotterdam & Hamburg.

Fares to London "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. "SURAT" sails Hongkong Middle November.
Loading for Mauritius, Delagoa Bay, Durban, East London,
Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.

Through Bills of Lading issued to Beira, Quillimaine, Ibo,
Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar,
Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis
Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City
of Palermo" or "Malasian" to Java, Freemantle, Adelaide,
Melbourne and Sydney, and Vice Versa. Through Freight
and Passenger bookings from Hongkong in conjunction
with "Ellerman" Line or other services.

For freight or passage on any of the above lines. apply to—

THE BANK LINE LTD.

Telephone C. 4791.

AUSTRALIAN-ORIENTAL LINE, Ltd.

"CHANGTE"

This Vessel will sail hence on
4th December, at noon

FOR

MANILA, PORT BANGA, THURSDAY ISLAND AND
AUSTRALIAN PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND
AND TASMANIAN PORTS.

EXCELLENT FIRST AND SECOND CLASS PASSENGER ACCOMMODATION
AT REDUCED RATES.

(Sailing Subject to Alteration.)

For Freight & Passage. apply to—BUTTERFIELD & SWIRE,
Tel. C. 36 Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.

For Amoy and Foochow

(Occupying 9 to 10 days.)

Calling at Amoy for Passenger only

Steamships. Details. Leaving.
Manning ... W. C. Passmore | FRI. 30th inst. at 3 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier).

For Freight and Passage, apply to
Douglas Lapraik & Co.,

General Managers

Round Trip Tickets will be issued from Hongkong to Foochow
(Pagoda Anchorage) and Return, by the same steamer, by the
"Haining", "Haihong" & "Haihong" at the Reduced Rate of \$30.00
including Meals while the steamer is in Port.

M MESSAGERIES MARITIMES M

Mail Steamers	Next Sailings from Hongkong	Pro. serv. at Hongkong	Pro. serv. at Hongkong
ANGKOR	9th Oct.	11th Nov.	10th Nov.
ANGERS	23rd Oct.	25th Nov.	24th Nov.
ANDRE LEBON	23rd Oct.	25th Nov.	24th Nov.
PAUL LECAT	23rd Oct.	25th Nov.	24th Nov.
AMBOISE	23rd Oct.	25th Nov.	24th Nov.
AMAZONE	23rd Oct.	25th Nov.	24th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctors' attendance) 1st Class \$25.00
A Class 1st Class \$25.00 B Class 1st Class \$23.00
Steamers 2nd Class \$28.00 Steamers 2nd Class \$26.00

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BEATS)

S.S. "DR. P. BENOIT" from Dunkirk, London, Havre is due to
arrive about 28th Oct.

For full particulars apply to
Messageries Maritimes Co.,
phone Central 740 3 Queen's Building.

CONSIGNEE NOTICES.

THE ENGLAND STEAMERS

From MIDDLESBRO, ANT-
WERP, LONDON, STRAITS
AND MANILA.

The Steamship

"BENDORAN"

Consignees of Cargo are hereby
informed that all goods are being
landed at their risk into the
hazardous and for extra basar-

dous godowns of the Hongkong
and Kowloon Wharf and Godown
Co., Ltd., whence, and/or from
the wharves, delivery may be
obtained.

No claims will be admitted
after the goods have left the
godowns, and all goods remaining
undelivered after the 2nd Nov.
will be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before 16th Nov., or
they will not be recognised.

All broken, chafed and damaged
goods are to be left in the
godowns, where they will be ex-
amined on the 2nd Nov. at 10
a.m.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

GIBB, LIVINGSTON & CO., LTD.
Agents,
Hongkong, 26th Oct., 1925.

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP
COMPANY, LTD.

and
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Co's Steamer
"TROIUS"

are hereby notified that the cargo
will be discharged into Holt's
Wharf Kowloon, where it will
lie at Consignee's risk and
subject to terms and conditions
of storage at Holt's wharf. The
cargo will be ready for delivery
from Godown on and after 29th
October.

Optional cargo will be landed,
unless notice has been given
prior to steamer's arrival.

All broken, chafed, and damaged
goods are to be left in the
Godowns, where they will be ex-
amined on any Tuesdays and
Fridays between the hours of
10.45 a.m. and noon within the
free storage period.

No claims will be admitted
after the Goods have left the
steamer's Godown, and all Goods
remaining undelivered after the
4th November will be subject to
rent.

All Claims against the Steamer
must be presented to the under-
signed on or before the 18th Nov.
or they will not be recognised.

No Fire Insurance will be
effected.

BUTTERFIELD & SWIRE.
Agents.

9th October, 1925.

S. S. "ANGERS"

SERVICES CONTRACTUELS
DES MESSAGERIES
MARITIMES.

Consignees of Cargo from
Marseilles &c. also cargo from
La Pallice, Cognac &c. ex s.s.
"Chef Mecanicien Mailhol."

In connection with above Stea-
mer are hereby informed that

HOTELS.

THE HONGKONG

HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

AND SHANGHAI

ASTOR HOUSE HOTEL: PALACE HOTEL:
KALEE HOTEL: MAJESTIC HOTEL
Telegraphic Address: "CENTRAL, SHANGHAI"

HOTELS, LIMITED

In association with the Grand Hotel,
Des Wagon Lits, Peking.

KOWLOON HOTEL

THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room and Saloon Bar.

Electric Lift and Telephone to each Floor.
Fels. K.608 & K.609. Cable address: KOWLOTEL, Hongkong.
Under the Personal Supervision and Management of
FRANK L. COOKE
Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS
Tel. Central 373. Telegraphic Address "VICTORIA"

THE EUROPE HOTEL.

COMFORT—FOOD—MUSIC—DANCING

Terms:—A la carte or inclusive.

The after-dinner dances are held every Tuesday,
Thursday and Saturday.
Telephones in every room.
The Europe Orchestra plays nightly during Dinner,
and for Tiffin on Saturdays.

GRILL ROOM

Telegrams "Europe Singapore". **ARTHUR E. ODELL**
Telephone 2740. Managing Director.

Preserve and Decorate the Woodwork
of Your House
with

TIMBORITE

WOOD PRESERVATIVE AND STAIN
COMBINED

Three Shades of Brown
and
Three Shades of Green
STOPS Dry Rot, Decay and
Destruction by White Ants

Tint Cards and Information from
Agents:

S. C. LAY & CO.
Alexandra Building,
Telephone Central 763.

WILKINSON, HEYWOOD & CLARK,
Shanghai. Hongkong.

GRAND REDUCTION SALE LAST DAY

Come One - Come All
REAL BARGAINS

Don't miss this golden opportunity

D. Chellaram Royal Silk Store

36 A, Queen's Road, Central, Hongkong.

FLETCHER'S COUGH LINCTUS

An Ideal Remedy for Coughs and Colds.
Clears the Bronchial Tubes, Eases the Breathing
and relieves that Stopped-Up Feeling, bringing
about a speedy and permanent recovery.

Prepared only by

THE PHARMACY,
(Fletcher & Co., Ltd.)

Asiatic Building Tel. 345. 26 Queen's Road Central

Printed and Published for the Proprietor by **FREDERICK
PERCY FRANKLIN**, at 11, Ice House Street, in the City of
Victoria, Hongkong.

EARLIER TELEGRAMS

CANADIAN ELECTIONS

Ottawa, October 30.

The latest returns of the elections indicate that the Conservatives have a small clear majority in the new Parliament. Nine members of the Cabinet, including Mr. Mackenzie King, have been defeated. Twenty-five doubtful constituencies.

Later.

The results of the election available early this morning show that Mr. Meighen, the Conservative leader, was returned as the head of the largest group, though whether he will have a clear majority is undecided until the returns from 25 doubtful constituencies are received. According to unofficial figures issued at three o'clock this morning the position is as follows: 118 Conservatives, 89 Liberals, ten Progressives, two Independents, two Labour and 25 doubtful.—*Reuter.*

THE SYRIAN CAMPAIGN

Paris, October 30.

The newspapers are extremely agitated over the Syrian situation. While the *Petit Parisien* quotes the Premier's office as denying the intention to recall General Sarrail and to replace him with General Gillaumat, the Generalissimo of the Rhine, other papers suggest that General Sarrail's recall should be effected similarly to General Lyautey's case in Morocco, by the despatch to Syria of a civilian resident under whom General Gamelin would carry on military operations. The names of the M. Berenger and M. Paul Boncour are mentioned for the post of resident.—*Reuter.*

PERSIAN GULF CYCLONE

Bushire, October 30.

Messages from Bahrain Islands confirm that the reports of the recent cyclone in the Persian Gulf were exaggerated. It is stated that thirty-two divers of the pearling fleet were drowned and thirty-five boats are missing. The casualties among the boats from other ports are estimated at fifty. The storm did not damage the town.—*Reuter.*

GERMAN COMMANDER'S TRAGIC DEATH

Berlin, October 30.

General Mueller, Commander of the Reichswehr of Saxony, who iron-handedly suppressed Communist disorders in Saxony two years ago, died tragically while watching shooting practice at Jaterborg. He suddenly fell down and expired. It was at first thought death was due to a stroke but it was ascertained that he was struck by a bullet fired from a machine-gun half a mile away.—*Reuter.*

PROPERTY SALES.

TWO LOTS SOLD YESTERDAY AFTERNOON.

At the China Auction rooms yesterday afternoon, Mr. E. V. M. R. de Sousa, sold two lots situate at Kowloon, to the same purchaser, Mr. Chan Yung-yee, for the sum of \$50,500.

The first lot consists of Kowloon Inland Lot No. 1442, together with two tenements and other erections and buildings thereon in course of construction and is held for the term of 75 years commencing from the 15th day of April 1901 and is renewable for a further term of 75 years subject to the payment of the annual Crown Rent of \$62.

years subject to the payment of the annual Crown Rent of \$60. It has an area of 1,330 square feet or thereabouts.

Lot No. 2 which has an area of about 5,571 square feet consists of all that piece of ground situate at Mongkokkui, Kowloon, and registered at the Land Office as the remaining portion of Kowloon Inland Lot No. 1,084 together with eight buildings thereon, now known as Nos. 900 to 914, Shanghai Street (even numbers). The property is held for the term of 75 years, commencing from the 15th day of April 1901 and is renewable for a further term of 75 years subject to the payment of the annual Crown Rent of \$62.

THE NORTHERN WAR

FENGTIEN FORCES CLEANED OUT OF KIANGSU.

Chang Tsung-chang Ready
To Strike.

Shanghai, October 30.—Sun Chuan-fang's rapid advances have cleared the Fengtien forces out of Kiangsu and have given him control of the railway as far as Pengpu, with a narrow front, but preceded by the movement of forces of the allied provinces the latter are beginning to reach Pukow from Fukien and from Kiangsi, while a division has gone to Pengpu from Anhui.

With reinforcements Sun has command of 70,000 and Chang Tsung-chang of Fengtien about 80,000. The Fengtien forces are more compact and prepared, and apparently intend to strike before the arrival of the allied reinforcements, 15,000 of which are being rushed up to the front.

Sun Chuan-fang went to Pengpu from Nanking this morning and reported that the Fengtien advance had begun.—*Reuter.*

THE VINEGAR CASE.

A FINE OF \$80 IMPOSED.

Mr. McCallum's Explanation.

Sentence was given by Mr. E. W. Hamilton at the Kowloon Magistracy yesterday afternoon, in the case in which the manager of the Kowloon Store was charged with selling diluted vinegar to Inspector Hooper. The defendant was fined \$80.

The case for the prosecution was conducted by Mr. S. Whyte Smith and Mr. D. McCallum appeared for the defendant.

His Worship having passed sentence, Mr. McCallum said that he would like to take the opportunity of apologising for the unfortunate and inappropriate remark which he made on the previous day. In view of the publicity given, he would like to explain the circumstances under which the remark was uttered. He said that at the time he was under the misapprehension that Inspector Hooper gave, in evidence on Thursday, a contradictory statement to one he had made at a previous hearing.

Ent

Friday to

A Real

at O

JOHN

THE LOT

We want every cinema-goer to see "The Lotus Eater", which we consider have been privileged to present.

A great story—a brilliant cast—star-actings that vary from snow winter to the eternal summer of the South—that is nearly flawless—make this a picture

"The Lotus Eater" is being accorded a lion at "The Queen's".

Our Gang in LODGE NIGHT

A Big Drama of the Great Outdoor

NOT a Cowboy Picture, although there are several cowboys in it; NOT a Wild and Woolly Western, although there are some wonderful night scenes among cattle on the hoof BUT a powerful and very human story of two women who loved one man, set amid scenes of surpassing beauty.

THAT IS

"THE EAGLE'S FEATHER"

starring

JAMES KIRKWOOD

which is showing
TQ-NIGHT AT

THE STAR

THEATRE ROYAL

Gonzalez Bros. present their

Italian Grand Opera Company From MILAN

Monday Nov. 2nd. CAVALLERIA RUSTICANA & PAGLIACCI
Tuesday Nov. 3rd. RIGOLETTO
Wednesday Nov. 4th. MADAME BUTTERFLY
Thursday Nov. 5th. TRAVIATA.
Friday Nov. 6th. LUCIA DE LAMMERMOORE.

Booking at Moutrie's \$4. \$2. \$1.

One of the most treasured possessions of friends far away is a photo of their dear ones overseas. The Ming Yuen Studio is fitted with the most modern photographic equipment and will be pleased to show you specimens of their work.

TIE MING YUEN STUDIO

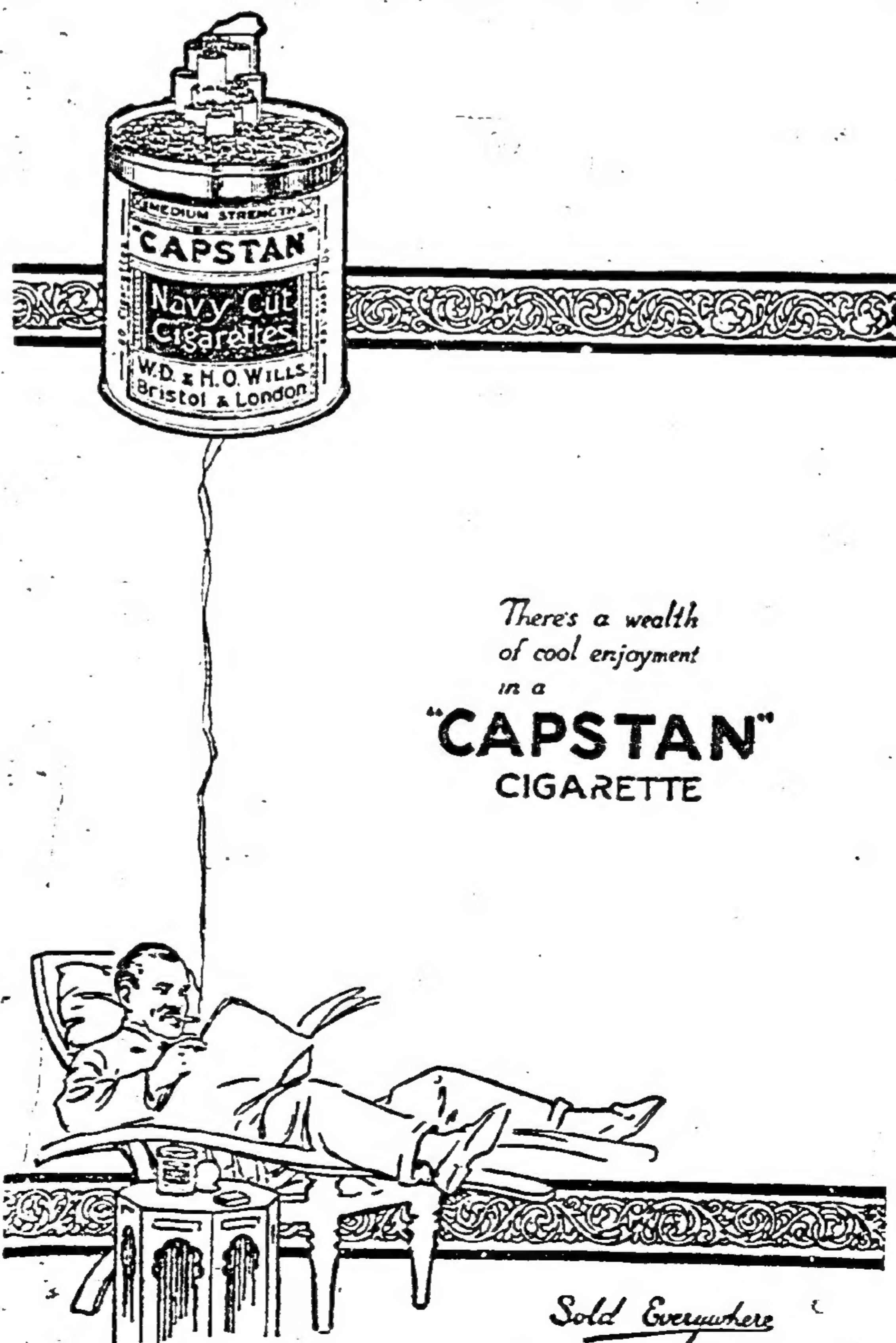
(Battery Path.)

Official Photographers to the "H. K. Telegraph"

ELECTRO-PLATING.

OVER TWENTY YEARS EXPERIENCE in the Electro-deposition of metals in Hongkong places us in a position to offer reliable and efficient service for the plating of articles in Gold, Silver, Nickel and Copper. Artistic finishes in Bronze, Antique Copper, and Oxidized Silver. Polished and Lacquered Brassware.

William C. Jack & Co., Ltd.
Electrical Engineers,
Tel. Central 33. Hongkong.



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